



DRY CREEK/WEST PLACER COMMUNITY PLAN TRANSPORTATION ELEMENT UPDATE

**NOTICE OF PREPARATION
of a
FOCUSED ENVIRONMENTAL IMPACT REPORT**

**PLACER COUNTY
COMMUNITY DEVELOPMENT RESOURCE AGENCY**

December 2007



COUNTY OF PLACER
Community Development Resource Agency

John Marin, Agency Director

ENVIRONMENTAL COORDINATION
SERVICES

Gina Langford, Coordinator

NOTICE OF PREPARATION

Date: December 18, 2007

To: State Clearinghouse
Responsible Agencies
Trustee Agencies
Interested Parties – (see Attachment A)

Subject: Notice of Preparation of a Draft Focused Environmental Impact Report

Lead Agency: Placer County Community Development Resource Agency
3091 County Center Drive
Auburn, CA 95603

Project Title: Dry Creek/West Placer Community Plan – Transportation Element Update
(PEIR T20070805)

Project Location: The project site(s) are located in western Placer County, near the PFE Road and Cook-Riolo Road intersection. The City of Roseville is located to the east (see **Figure 1**).

Project Applicant: Placer County Department of Public Works

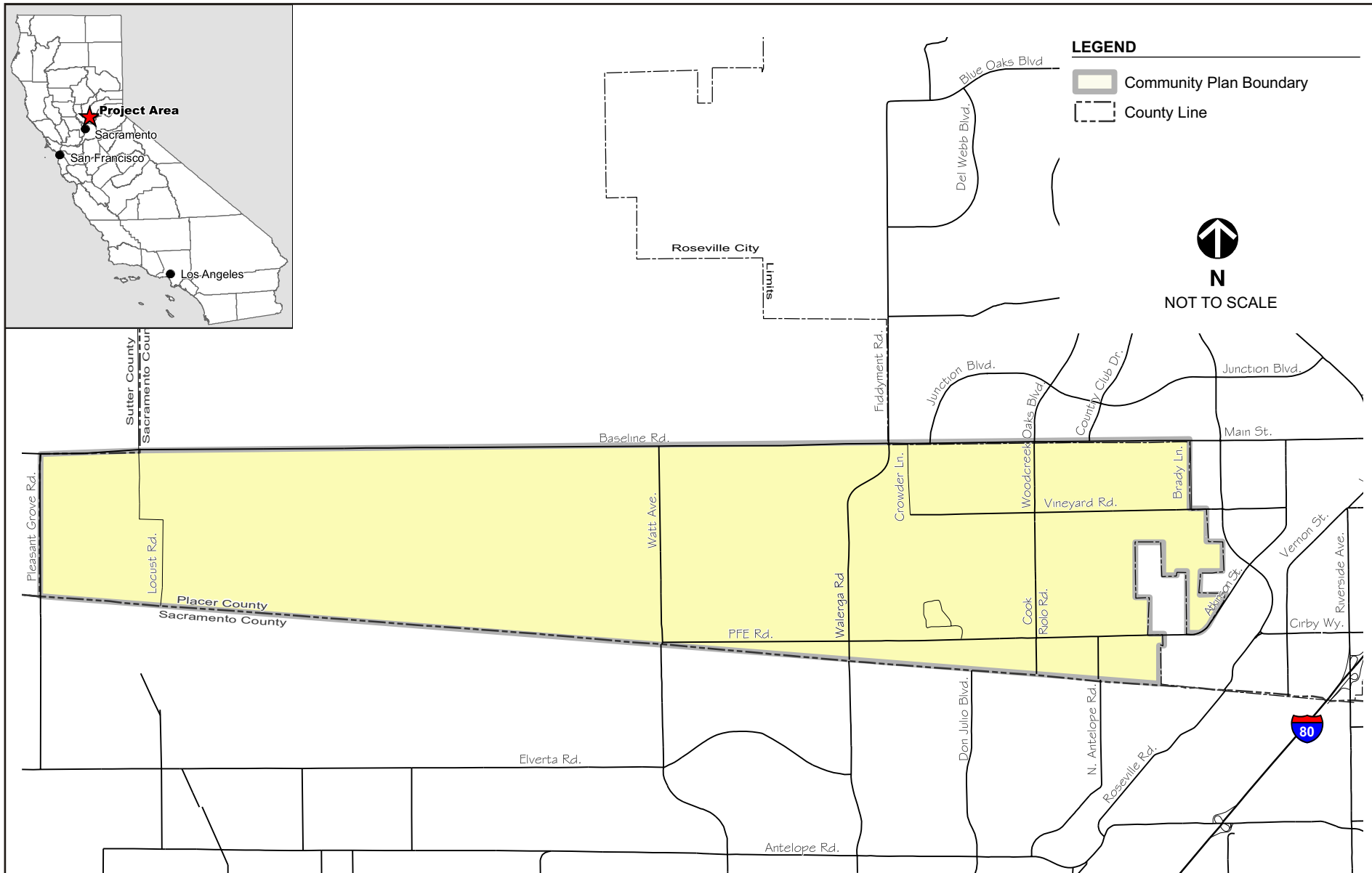
The Placer County Department of Public Works will be the Lead Agency and will prepare a Draft Focused Environmental Impact Report (EIR) for the project identified above. We need to know your views as to the scope and content of the environmental information that is germane to your interests or statutory responsibilities in connection with the proposed project. If you represent an agency, your agency will need to use the EIR prepared by our agency when considering your permit(s) or other approvals for the project.

The project description, vicinity map, project location(s), and brief description of the probable environmental effects are contained in the attached materials. An Initial Study is also attached as Attachment B.

Due to the time limits mandated by State law, your response should be sent at the earliest possible date, but no later than **January 17, 2008**. Please send your response to MAYWAN KRACH, COMMUNITY DEVELOPMENT TECHNICIAN, at Placer County Community Development Resource Agency, 3091 County Center Drive, Suite 190, Auburn, CA 95603, email cdraecs@placer.ca.gov, fax 530-745-3003. We request the name of a contact person for your agency.

Scoping Meeting: The Lead Agency will hold a public Scoping Meeting to receive oral comments on **Tuesday, January 8, 2008, 2:00 pm** in the Planning Commission Hearing Room, Community Development Resource Center, located at 3091 County Center Drive (DeWitt Center), Auburn.

Reference: California Code of Regulations, Title 14 (CEQA Guidelines) Sections 15082(a), 15103, 15375.



Source:
Study Area Map, Fehr & Peers, 2007

PROJECT AREA LOCATION

December 2007
28067005

Dry Creek/West Placer
Community Plan Update
Placer County, CA

URS

FIGURE 1

1.0 NOTICE OF PREPARATION INFORMATION SHEET

Project Title

Dry Creek/West Placer Community Plan – Transportation Element Update

Project Location

The project site(s) are located in western Placer County, near the PFE Road and Cook-Riolo Road intersection. The City of Roseville is located to the east (see **Figure 1**).

Project Description

The proposed project is an update to the Dry Creek/West Placer Community Plan – Transportation Element. As a part of the Transportation Element Update, the Placer County Department of Public Works proposes to keep PFE Road open and to construct speed reduction treatments on PFE Road and Cook-Riolo Road to preserve the rural character of the Community Plan area. The County would also review the Community Plan's transportation goals and policies for relevance to today's community environment and to ensure applicability in the future.

Declaration:

The Placer County Department of Public Works has determined that the above project may have a significant effect on the environment and therefore requires the preparation of a Draft Focused EIR. The determination is based upon the following findings:

- A. The proposed project may violate an air quality standard or contribute substantially to an existing or projected air quality violation; result in a cumulatively considerable net increase of any criteria air pollutant for which a region is in non-attainment; expose persons to or generation of noise level in excess of standards established in the local general plan or noise ordinance; expose persons to or generation of excessive groundborne vibration or groundborne noise levels; result in a substantial permanent increase in ambient noise levels above existing levels without the project; cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system; and exceed, either individually or cumulatively, a level of service standard established by the Placer County Department of Public Works or Placer County Transportation Planning Agency; and/or
- B. The project has the potential to achieve short term environmental goals, to disadvantage of long-term environmental goals, and/or;
- C. The project may have impacts that are individually limited, but cumulatively considerable, and/or
- D. The project may have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly, and/or
- E. Evidence exists that the project will have a negative or adverse effect on the environment.

2.0 INTRODUCTION

2.1 Introduction and Regulatory Guidance

This document provides notification that a Draft Focused EIR will be prepared for the Dry Creek/West Placer Community Plan – Transportation Element Update (the “proposed project”). This Notice of Preparation (NOP) has been prepared in accordance with the California Environmental Quality Act

(CEQA), Public Resources Code §21000 et seq., and the State CEQA Guidelines, 14 Cal. Code of Regs. §15000 et seq.

An Initial Study is conducted by a Lead Agency to determine if a project may have a significant effect on the environment (CEQA Guidelines §15063). An EIR must be prepared if an Initial Study indicates that the proposed project under review may have a significant impact on the environment. A Negative Declaration may be prepared instead, if the Lead Agency prepares a written statement describing the reasons why a proposed project would not have a significant effect on the environment, and therefore does not require the preparation of an EIR. According to CEQA Guidelines §15064, an EIR shall be prepared for a project when a fair argument can be made, based upon substantial evidence, that the project may have a significant effect on the environment. The probable environmental effects of the proposed project are discussed in Section 3.7 of this NOP and in the Initial Study (Attachment B).

It is intended that the EIR prepared for the proposed project serve as a program level EIR, in accordance with the provisions of CEQA. See CEQA Guidelines §15158.

2.2 Lead Agency

The Lead Agency is the public agency that has the principal responsibility for carrying out or approving a proposed project. CEQA Guidelines §15051 provides that if a project will be carried out by a non-governmental person or entity, then the Lead Agency shall be the public agency with the greatest responsibility for supervising or approving the project as a whole. Placer County is responsible for reviewing and approving the proposed project and is therefore the Lead Agency.

2.3 Terminology Used in this Document

This document, including the Initial Study, uses the following terminology to describe various levels of significance associated with project-related environmental impacts:

- *Potentially Significant Impact:* An impact that may have a “substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the project” (CEQA Guidelines §15382). The existence of a potentially significant impact requires the preparation of an EIR with respect to that impact.
- *Less Than Significant With Mitigation Incorporated:* An impact that could be reduced to a level of Less Than Significant with the implementation of feasible mitigation measures.
- *Less Than Significant Impact:* An impact that is less than significant and does not require the implementation of mitigation measures.
- *No Impact:* The project will not have any impact and does not require the implementation of mitigation measures.

3.0 PROJECT DESCRIPTION

3.1 Project Location

The project site(s) are located in western Placer County, near the PFE Road and Cook-Riolo Road Intersection. PFE Road is a two-lane east/west roadway through the Dry Creek/West Placer Community Plan area, while Cook-Riolo Road is a two-lane north/south roadway. The City of Roseville is located to the east (see **Figure 1**).

3.2 Site Characteristics

The project site(s) are adjacent to active roadways. The ground surface is heavily disturbed at each location due to prior road construction and concrete or paving covering the site. The project area consists primarily of disturbed road shoulders dominated by weedy plant species. In areas off the immediate roadway shoulder but within the project area, vegetation consists primarily of ornamental plants, as well as low growing annual grasses and weeds associated with a few heavily grazed horse pastures and plowed fields. Drainage ditches occur along most roadways, often with associated in-channel wetlands. A portion of one man-made pond occurs in the project area at the Cook-Riolo Road/Central Avenue intersection. A few shallow depressions occur in the project area at Cook-Riolo Road/Vineyard Road intersection that contains cracked soils, indicating that these areas pond during rain events. Tree cover is largely absent from the project site(s), with the exception of areas along drainage corridors.

Elevation on the project site(s) range from 140 feet near the Cook-Riolo Road/Baseline Road intersection in the north to 100 feet near Dry Creek in the center of the project area to 150 feet near the Cook-Riolo Road/PFE Road intersection in the south. Dry Creek flows in an east/west direction between PFE Road and Baseline Road near the project site(s).

3.3 Surrounding Land Uses

Land uses in the project area are governed by the Dry Creek/West Placer Community Plan. Land uses in this area primarily consist of residential development (both existing and under construction), public facilities, and agriculture. Residential development along Cook-Riolo Road includes Cabral Ranch, Winding Creek, and Morgan Greens. Residential Development along PFE Road includes Willow Park, Whisper Creek, Brookwood, Morgan Creek, Silver Creek, and Morgan Place. The Dry Creek Elementary School site is located at the corner of PFE Road and Cook-Riolo Road. The Creekview Ranch Middle School is under construction on Cook-Riolo Road, on the north side of Dry Creek.

3.4 Project Background

Adopted in 1990, the Dry Creek/West Placer Community Plan applies to approximately 9,200 acres in southwestern Placer County. The Community Plan sets forth goals, policies, and implementation proposals to guide the development of the area until at least until the year 2000. One of the goals is “to provide a safe, diverse, and efficient transportation/circulation system to serve the needs of residents of the plan area and others who use the system.” The Community Plan also provides overall direction for the various decision making processes involved with the land development activities, including public and private decisions that may affect the future of the Community Plan area.

The Community Plan directs that PFE Road be closed at Cook-Riolo Road when its average daily traffic volume surpasses 5,000 vehicles per day, which it has attained. At the time the Community Plan was written, this measure allowed the County to achieve its circulation goals, which included accommodating commute traffic patterns in the Community Plan area, while simultaneously minimizing traffic effects on Cook-Riolo Road and at the Dry Creek Elementary School site. However, the Community Plan also allowed for unforeseen changes in circumstances, noting the possibility that the community may decide at a future date that closing PFE Road would not be in its best interest (Placer County, 1990 [Transportation/Circulation Element, p. 140]). If PFE Road were to remain open, the Community Plan notes that additional improvements to the road network would be necessary to maintain level of service (LOS) C (Placer County, 1990 [Transportation/Circulation Element, p. 152]).

Since the creation of the Community Plan, southwestern Placer County has experienced substantial growth in the Community Plan area. Given the growth over the last two decades and the development plans

currently under review, Placer County Public Works staff has determined that closing PFE Road could have regional transportation effects.

Due to changing conditions in the Community Plan area, including planned changes to the roadway network (also called the planned roadway improvements) and approved or proposed development plans in the surrounding community, a further analysis of the effects of closing PFE Road, as directed in the Community Plan, is warranted. Therefore, the Placer County Department of Public Works is updating the Community Plan – Transportation Element to analyze the effects of keeping PFE Road open, and to effectively capture the current and anticipated growth in southwestern Placer County. The project study area consists of various roadway segments and key intersections encompassed in the Community Plan area, plus selected roadways and intersections adjacent to the Community Plan area that could be affected by the proposed project (see **Figure 1**).

Existing zoning in the Community Plan area includes Agriculture, Commercial, Professional Office, Low Density Residential, Rural-Low Density Residential, High Density Residential, and Rural Residential. Existing zoning near the project site(s) includes Residential single family (RS) and Agriculture combining a 20,000 square foot minimum (AG-B-20).

3.5 Description of the Project

The proposed project is an update to the Dry Creek/West Placer Community Plan – Transportation Element. As a part of the update, the Placer County Department of Public Works proposes to keep PFE Road open and to construct speed reduction treatments on PFE Road and Cook-Riolo Road to preserve the rural character of the Community Plan area. The County would also review the Community Plan's transportation goals and policies for relevance to today's community environment and to ensure applicability in the future.




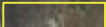

The following elements comprise the proposed project (see **Figures 2(a), 2(b), and 2(c)**):

- PFE Road to remain open in its current traffic lane configuration.
- Remove the Baseline Road/Cook-Riolo Road intersection through-movement restrictions.
- Construct speed reduction treatments on Cook-Riolo Road from Baseline Road south to PFE Road at Central Avenue, Vineyard Road, and Jimmy Way.
- Construct speed reduction treatments on PFE Road from Walerga Road east to Antelope Road at Billy Mitchell Boulevard and Pinehurst Drive.

Speed reduction treatments could take many forms, including roundabouts, neckdowns, center islands, and/or lateral shifts at mid-block locations to reduce through speeds. In the Initial Study (see Attachment B), roundabouts were assumed for impact analysis purposes because roundabouts have the largest temporary and permanent impact area of all speed-reduction treatments. Should roundabouts be selected for construction at the five intersections identified above, a worst case total temporary ground disturbance of approximately 0.8 acres and total permanent disturbance of approximately 0.7 acres would result, for a total disturbance of approximately 1.5 acres. All ground disturbances would be within approximately 100 feet of the existing centerline on Cook-Riolo Road and PFE Road. A 10-foot construction right-of-way has been assumed. The reconfiguration of the Baseline Road/Cook-Riolo Road intersection can be accommodated within existing rights-of-way.

Map Document: (U:\GIS\PE\Projects\proposed project 11x17 PFERd.mxd) 10/30/2007 -- 9:59:35 AM KLawrence

LEGEND

-  Proposed Project - New Pavement created by Speed Reduction Treatments (roundabouts) along PFE and Cook Riolo
-  Construction ROW (10 feet from edge of proposed improvements)
-  Existing Road
-  Parcel Boundary*
-  Placer/Sacramento County Line

*Parcel dataset and aerial imagery do not have the same spatial accuracy; in some areas parcel boundaries and imagery do not align.



PROPOSED PROJECT - PFE ROAD

December 2007
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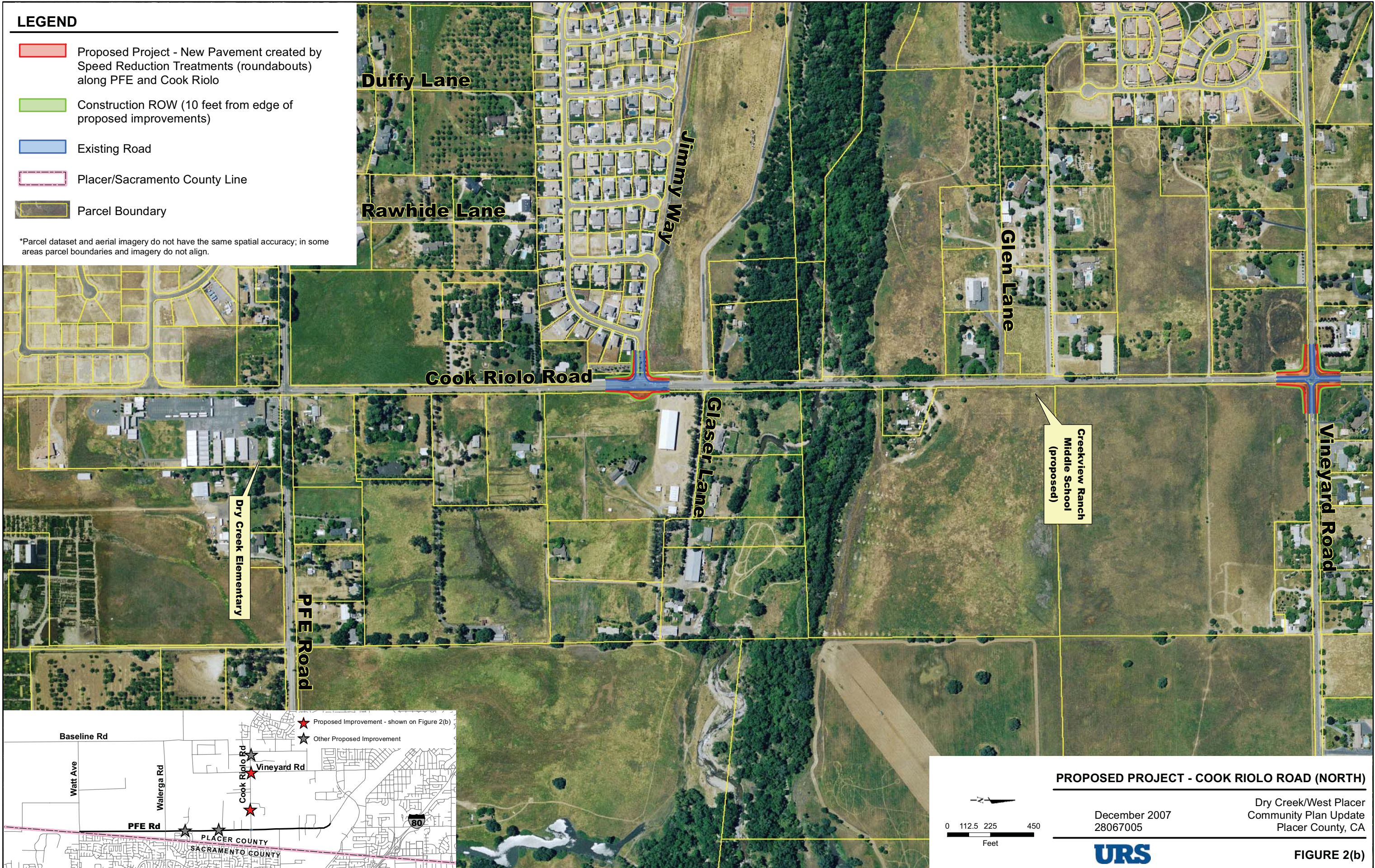
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Dry Creek/West Placer
Community Plan Update
Placer County, CA

FIGURE 2(a)






Source: orthophotos, AirPhoto USA, May 1, 2006; parcels, Placer County, June 2007; streets, SACOG (derived from census tiger data 2000), 2000-2007; county boundary, CASIL (California Spatial Information Library), 1997.

Map Document: (U:\GIS\PFEP\Projects\proposed_project_11x17_CookRiolord_south.mxd) 10/30/2007 -- 9:15:05 AM KLawrence

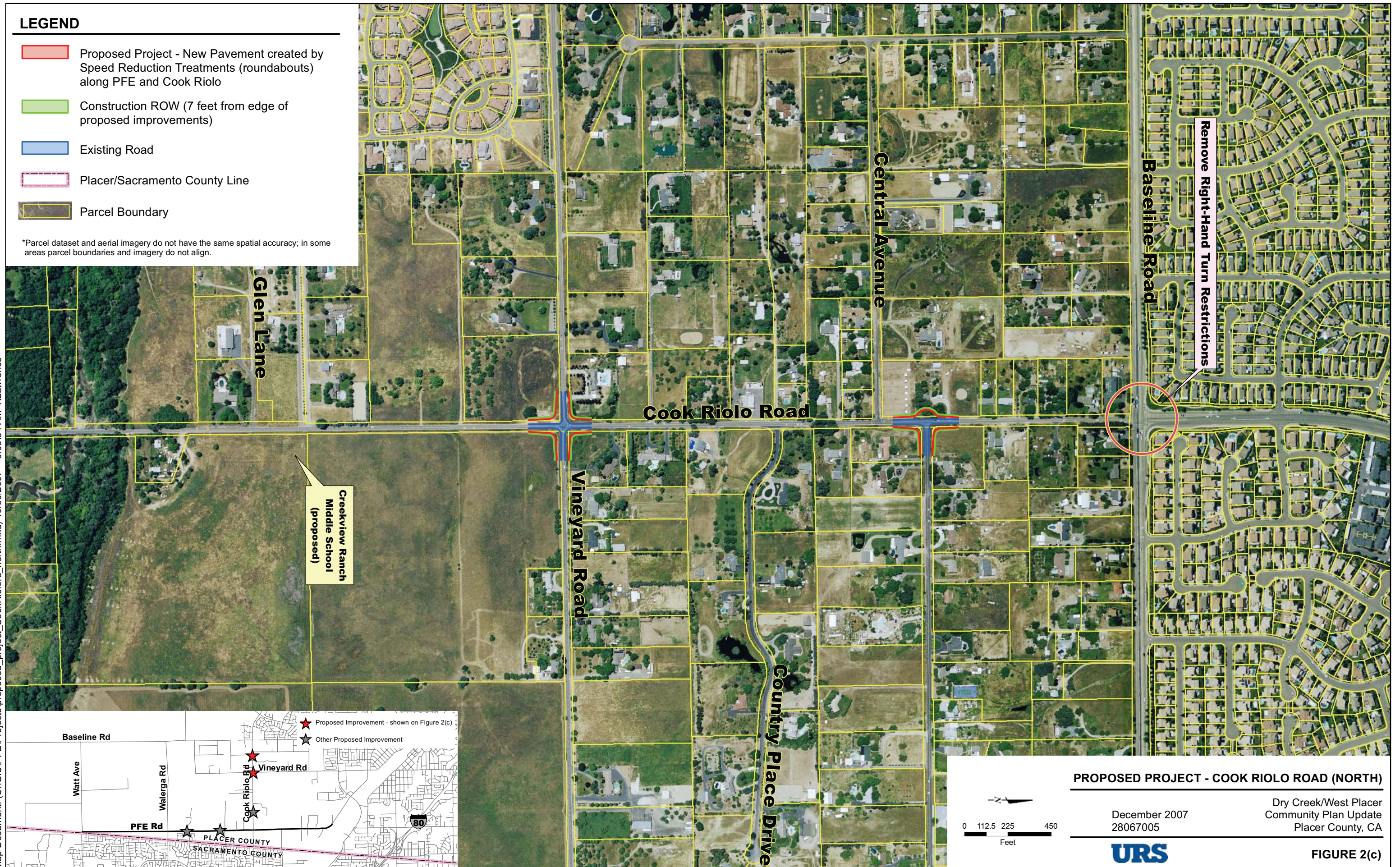


Source: orthophotos, AirPhoto USA, May 1, 2006; parcels, Placer County, June 2007; streets, SACOG (derived from census tiger data 2000), 2000-2007; county boundary, CASIL (California Spatial Information Library), 1997.

LEGEND

-  Proposed Project - New Pavement created by Speed Reduction Treatments (roundabouts) along PFE and Cook Riolo
-  Construction ROW (7 feet from edge of proposed improvements)
-  Existing Road
-  Placer/Sacramento County Line
-  Parcel Boundary

*Parcel dataset and aerial imagery do not have the same spatial accuracy; in some areas parcel boundaries and imagery do not align.



Map Document: (U:\GIS\PF\Projects\proposed_project_CookRiolord_north.mxd) 10/30/2007 -- 9:08:54 AM KLawrence

Source: orthophotos, AirPhoto USA, May 1, 2006; parcels, Placer County, June 2007; streets, SACOG (derived from census tiger data 2000), 2000-2007; county boundary, CASIL (California Spatial Information Library), 1997.

3.6 Project Purpose and Objectives

The fundamental objective of the Dry Creek/West Placer Community Plan – Transportation Element Update is to improve transportation circulation within the Community Plan area but at the same time preserve its rural character. Specific objectives include:

1. Conform to the policies of Placer County’s General Plan and the Dry Creek/West Placer Community Plan which designate the Community Plan area for urban development.
2. Provide a comprehensively planned project that provides maximum protection of sensitive environmental habitat and resources.
3. Provide a planned infrastructure system to meet the needs of development within the Community Plan area.

These project objectives will guide the formulation and analysis of project alternatives, in compliance with CEQA requirements. At a minimum, the project alternatives evaluated in the EIR will include a no-project alternative, a leave PFE Road open and no other roadway changes alternative, and a widen PFE Road and Cook-Riolo Road alternative.

3.7 Probable Environmental Effects and Scope of the EIR

Implementation of the proposed project would potentially impact the Community Plan area. Attachment B contains an Initial Study and summarizes the Dry Creek/West Placer Community Plan – Transportation Element Update’s probable environmental effects on resource areas. In reviewing the site-specific information provided for this project, the Placer County Department of Public Works has analyzed the potential environmental impacts created by the proposed project and determined that three environmental categories are considered to be potentially significant. Therefore, on the basis of the following initial evaluation, we find that the proposed project may have a significant effect on the environment, and a Focused EIR is required to evaluate the following impacts:

- **Air Quality** – violate an air quality standard or contribute substantially to an existing or projected air quality violation; and/or result in a cumulatively considerable net increase of any criteria air pollutant for which a region is in non-attainment.
- **Noise** – expose persons to or generation of noise level in excess of standards established in the local general plan or noise ordinance; expose persons to or generation of excessive groundborne vibration or groundborne noise levels; and/or result in a substantial permanent increase in ambient noise levels above existing levels without the project.
- **Transportation and Circulation** – cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system; and/or exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency.

3.8 Project Approvals

Following staff analysis and public review of the Draft Focused EIR, the proposed project will be considered by the Planning Commission. The Planning Commission will consider the County entitlements identified below, and will provide comments and a recommendation for final action on these requested entitlements to the Board of Supervisors. The Board of Supervisors is the approving authority for the proposed project. Placer County will consider a series of actions prior to implementation of the proposed project, including but not necessarily limited to:

1. Certification of a Draft Focused EIR;

2. Adoption of a Mitigation Monitoring and Reporting Program;
3. Approval of Amendments to the Dry Creek/West Placer Community Plan – Transportation Element; and
4. Tee Removal Permit.

In addition to the approvals required from Placer County, implementation of the proposed project may require approvals from the following local, state, and federal agencies:

1. City of Roseville – approval of permits for construction of off-site infrastructure improvements;
2. Placer County Air Pollution Control District – approval to implement in non-attainment air quality area;
3. State of California Department of Fish and Game – if required based on pre-construction vernal pool branchiopod surveys;
4. Central Valley Regional Water Quality Control Board – Section 401 Clean Water Act permit;
5. U.S. Fish and Wildlife Service – if required based on pre-construction western pond turtle surveys, nesting raptor surveys, and migratory bird surveys; and
6. U.S. Army Corps of Engineers – Section 404 Clean Water Act permit.

Attachment A
Dry Creek/West Placer Community Plan – Transportation Element Update
Notice of Preparation Mailing List

State Clearinghouse (15)

County Departments/ERC

- Michael Johnson, Planning Director
- George Rosasco, Planner
- Phil Frantz, Engineering & Surveying Division
- Ed Wydra, Engineering & Surveying Division, Wastewater
- Phillip Vassion, Department of Public Works
- Andrew Gaber, Department of Public Works
- Leslie Lindbo, Environmental Health
- Yu-Shuo Chang, Air Pollution Control District
- Andrew Darrow, Flood Control
- Melanie Barton, Museums
- Vance Kimbrell, Parks Division
- Chris Hanson, Solid Waste
- Bob Eicholtz, Placer County Fire/California Department of Forestry
- Linda Wilkie, Local Agency Formation Commission
- Christine Turner, Agricultural Commission
- Christa Darlington, County Counsel

Federal Agencies

- U.S. Fish and Wildlife Service
- U.S. Army Corps of Engineers

Public Agencies

- City of Roseville
- Sacramento County
- California Department of Fish and Game
- Central Valley Regional Water Quality Control Board
- California Department of Transportation, District

Interested Parties

- Manual Carreras, Dry Creek MAC
- Noe Fierros, Dry Creek MAC
- Diane Howe, Dry Creek MAC
- Billy Norman, Dry Creek MAC
- Richard Glaser, Dry Creek MAC
- Terry Dee Webb, Dry Creek MAC
- Susan Wright, Dry Creek MAC
- Property owners near project site(s)

Attachment B
Dry Creek/West Placer Community Plan – Transportation Element Update
Initial Study

**INITIAL STUDY
for the**

DRY CREEK/WEST PLACER COMMUNITY PLAN TRANSPORTATION ELEMENT UPDATE



Prepared For:
Placer County Department of Public Works
3091 County Center Drive
Auburn, CA 95603

December 2007

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LIST OF ABBREVIATED TERMS

BMP	best management practice
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
<i>Community Plan</i>	<i>Dry Creek/West Placer Community Plan</i>
EIR	Environmental Impact Report
LOS	level of service
mph	miles per hour
MTP	Metropolitan Transportation Plan
O ₃	ozone
PM _{2.5}	particulate matter 2.5 microns or less
PM ₁₀	particulate matter 10 microns or less
PCAPCD	Placer County Air Pollution Control District
USFWS	U.S. Fish and Wildlife Service

DRAFT INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

A. SUMMARY INFORMATION:

1. Project title: Dry Creek/West Placer Community Plan – Transportation Element Update
2. Lead agency name and address: Placer County Department of Public Works
11444 B Avenue, Dewitt Center
Auburn, CA 95603
3. Contact person and phone number: Phillip Vassion, P.E., Associate Civil Engineer (530) 745-7581
4. Project location: Southwestern Placer County near Roseville, CA
5. Project sponsor's name and address: See #2 and #3
6. General plan designation: Specific Plan
7. Zoning: Agriculture, Commercial, Professional Office, Low Density Residential, Rural-Low Density Residential, High Density Residential, Rural Residential
8. Project History: Adopted in 1990, the *Dry Creek/West Placer Community Plan (Community Plan)* applies to approximately 9,200 acres in southwestern Placer County (County). The *Community Plan* sets forth goals, policies, and implementation proposals to guide the development of the area until at least until the year 2000. One of the goals is “to provide a safe, diverse, and efficient transportation/circulation system to serve the needs of residents of the plan area and others who use the system.” The *Community Plan* also provides overall direction for the various decision making processes involved with the land development activities, including public and private decisions that may affect the future of the *Community Plan* area.

The *Community Plan* directs that PFE Road be closed at Cook-Riolo Road when its average daily traffic volume surpasses 5,000 vehicles per day, which it has attained. At the time the *Community Plan* was written, this measure allowed the County to achieve its circulation goals, which included accommodating commute traffic patterns in the *Community Plan* area, while simultaneously minimizing traffic effects on Cook-Riolo Road and at the Dry Creek Elementary School site. However, the *Community Plan* also allowed for unforeseen changes in circumstances, noting the possibility that the community may decide at a future date that closing PFE Road would not be in its best interest (Placer County, 1990 [*Transportation/Circulation Element*, p. 140]). If PFE Road were to remain open, the *Community Plan* notes that additional improvements to the road network would be necessary to maintain level of service (LOS) C (Placer County, 1990 [*Transportation/Circulation Element*, p. 152]).

Since the creation of the *Community Plan*, southwestern Placer County has experienced substantial growth in the *Community Plan* area. Given the growth over the last two decades and the development plans currently under review, Placer County Public Works staff has determined that closing PFE Road could have regional transportation effects.

Due to changing conditions in the *Community Plan* area, including planned changes to the roadway network (also called the planned roadway improvements) (see Appendix B) and approved or proposed development plans in the surrounding community (see Appendix C), a further analysis of the effects of closing PFE Road, as directed in the *Community Plan*, is warranted. Therefore, the Placer County Department of Public Works is updating the *Community Plan – Transportation Element* to analyze the effects of keeping PFE Road open, and to effectively capture the current and anticipated growth in southwestern Placer County. The project study area consists of various roadway segments and key intersections encompassed in the *Community Plan* area, plus selected roadways and intersections adjacent to the *Community Plan* area that could be affected by the proposed project (see **Figure 1**).

Project Description: The proposed project is an update to the *Community Plan – Transportation Element*. As a part of the *Transportation Element* update, the Placer County Department of Public Works proposes to keep PFE Road open and to construct speed reduction treatments on PFE Road and Cook-Riolo Road to preserve the rural character of the *Community Plan* area. The County would also review the *Community Plan*'s transportation goals and policies for relevance to today's community environment and to ensure applicability in the future.

The following elements comprise the proposed project (see **Figures 2(a), 2(b), and 2(c)**):

- PFE Road to remain open in its current traffic lane configuration.
- Remove the Baseline Road/Cook-Riolo Road intersection through-movement restrictions.
- Construct speed reduction treatments on Cook-Riolo Road from Baseline Road south to PFE Road at Central Avenue¹, Vineyard Road, and Jimmy Way².
- Construct speed reduction treatments on PFE Road from Walerga Road east to Antelope Road at Billy Mitchell Boulevard and Pinehurst Drive³.

Speed reduction treatments could take many forms, including roundabouts, neckdowns, center islands, and/or lateral shifts at mid-block locations to reduce through speeds (see Appendix D). In this Initial Study, roundabouts were assumed for impact analysis purposes because roundabouts have the largest temporary and permanent impact area of all speed-reduction treatments. Should roundabouts be selected for construction at the five intersections identified above, a worst case total temporary ground disturbance of approximately 0.8 acres and total permanent disturbance of approximately 0.7 acres would result, for a total disturbance of approximately 1.5 acres. All ground disturbances would be within approximately 100 feet of the existing centerline on Cook-Riolo Road and PFE Road. A 10-foot construction right-of-way has been assumed. The reconfiguration of the Baseline Road/Cook-Riolo Road intersection can be accommodated within existing rights-of-way.

¹ For evaluation purposes, a roundabout was studied at the northern Central Avenue/Cook-Riolo Road intersection. This roundabout could also achieve the same desired speed reduction if constructed at the southern Central Avenue/Cook-Riolo Road intersection.

² Speed reduction treatment locations are subject to change on Cook-Riolo Road.

³ Speed reduction treatment locations are subject to change on PFE Road.

9. Land uses and setting: Land uses encompassed in the project study area include rural to medium-density residential, agriculture, commercial, and public facilities.
10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

Local Agencies: Placer County Planning Department; City of Roseville Planning and Redevelopment Department

State Agencies: None

Federal Agencies: None

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

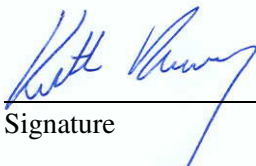
The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input checked="" type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning |
| <input type="checkbox"/> Mineral Resources | <input checked="" type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities/Service Systems | <input checked="" type="checkbox"/> Mandatory Findings of Significance | |

C. DETERMINATION: (To Be Completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed study COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed study could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ I find that the proposed study MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed study MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed study could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed study, nothing further is required.



Signature

of URS for

12-13-07

Date

Michael Johnson

Planning Director, Placer County
Planning Department

D. EVALUATION OF ENVIRONMENTAL IMPACTS:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
I. AESTHETICS – Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>		<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Have a substantial adverse effect on a scenic vista?*

No Impact. The study area is not within a scenic viewshed or vista. No scenic vistas that would be adversely affected by the proposed project are visible from the site or from the surrounding properties. Additionally, no areas of uncommon scenic quality have been identified in the study area. No impacts are anticipated.

b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

No Impact. There are no scenic resources in the study area. Also, there are no rock outcroppings, known historic buildings, or scenic highways in the study area. The locations identified for potential construction of the speed reduction treatments are existing roadway intersections within the *Community Plan* area. Removal of the Baseline Road/Cook-Riolo Road intersection through-movement restrictions would be accomplished within existing rights-of-way. Currently, there is no significant landscaping within public rights-of-way in the study area. A minor number of non-scenic trees and visually unremarkable drainage ditches would be altered as a result of the proposed project. No impacts are anticipated.

c) *Substantially degrade the existing visual character or quality of the site and its surroundings?*

Less Than Significant Impact. During groundbreaking and construction, temporary visual impacts would result from related activities that would entail the presence of construction vehicles and equipment for a limited period. When operational, the speed reduction treatments and the Baseline Road/Cook-Riolo Road intersection would perform the same function as the existing roadway facility. Construction of roundabouts would not negatively affect the existing visual character of the area, as both PFE Road and Cook-Riolo Road would remain open to vehicular traffic. In fact, an increase in visual character could be

perceived as the speed reduction treatments would be designed and landscaped to be aesthetically pleasing. Impacts would be less than significant.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. Construction of the proposed project would not create a substantial source of light or glare. The study area is currently illuminated with standard street lighting. Additional lighting would be installed as part of the design of the speed reduction treatments, and would comply with county standards regarding lighting. Directional shielding would be used to direct light toward the ground to alleviate views of the new lighting beyond the roadway edge. There are few structures adjacent to area roadways with a direct line of sight to the project site(s). Many other visual/aesthetic elements of the community adjacent to the roadways serve as buffers that would limit the direct line of sight views of the new lighting. The proposed project would result in a slight increase in overall light intensity in the vicinity of the project site(s). The impact on surrounding properties would be considered be less than significant.

Conclusion

No impacts are anticipated to occur regarding the alteration of scenic vistas, affecting scenic resources, or creating substantial light/glare sources in the *Community Plan* area. Less-than-significant impacts are anticipated to occur regarding the existing visual character or quality of the site and its surroundings.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
II. AGRICULTURE RESOURCES – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. Construction of the speed reduction treatments and removal of the Baseline Road/Cook-Riolo Road intersection would not disturb prime, unique, or farmlands of statewide importance since these types of farmlands do not exist within the construction zones. Therefore, no impacts are anticipated.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. Construction of the proposed project would not conflict with existing *Community Plan* area zoning or Williamson Act contract lands. The proposed construction area does not fall under a Williamson Act Contract (Division of Land Resource Protection, 2007). No impacts are anticipated.

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

No Impact. Construction of the speed reduction treatments and removal of the Baseline Road/Cook-Riolo Road intersection would not result in the conversion of farmland since farmlands do not exist within the construction zones. No impacts are anticipated.

Conclusion

No impacts are anticipated to occur regarding conflicts with converting prime, unique, or statewide important farmlands to non-agricultural uses, existing zoning or Williamson Act contract lands, or other changes in the existing environment which could result in converting farmland to non-agricultural uses.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
III. AIR QUALITY – Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The project site is located within the jurisdiction of Placer County Air Pollution Control District (PCAPCD). Implementation of the proposed project would not conflict with or obstruct implementation of the local Air Quality Plan. The local Air Quality Plan already accounts for the current condition with PFE Road open, and the proposed project would primarily result in a redistribution of rather than an increase in traffic. The proposed project would be consistent with the Air Quality Plan by promoting circulation enhancements to facilitate efficient vehicle movement. Therefore, less-than-significant impacts are anticipated.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Potentially Significant Impact. The PCAPCD is currently a non-attainment region for ozone (O₃), particulate matter of 10 microns or less (PM₁₀), and particulate matter of 2.5 microns or less (PM_{2.5}), and not in compliance with state and federal standards for PM₁₀ and O₃. The Placer County attainment status for certain criteria pollutants is shown in the table below. The use of construction vehicles and equipment would be required to implement the proposed project. Construction-related activities have the potential to generate temporary air quality impacts. Operation of the proposed project may cause violation of air

quality standards or contribute substantially to an existing or projected air quality violation, depending on the redistribution of traffic that would be caused by the proposed project. Therefore, a potentially significant air quality impact could occur.

Table 1 Placer County Attainment Status		
Criteria Pollutant	2004 State Designation	Federal Designation
CO	Unclassified	Unclassified/Attainment
NO _x	Attainment	Unclassified/Attainment
SO _x	Attainment/Unclassified	Unclassified/Attainment
PM ₁₀	Nonattainment	Unclassified/Attainment
PM _{2.5}	Unclassified	Unclassified/Attainment
O ₃ (1-hour)	Nonattainment	Severe – 15 Nonattainment
O ₃ (8-hour)	Moderate – Nonattainment	Serious – Nonattainment
Lead	Attainment	-
Sulfates	Attainment	-
H ₂ S	Unclassified	-
Visibility Reducing PM	Unclassified	-

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Potentially Significant Impact. Operation of the proposed project could potentially result in a cumulatively considerable net increase of O₃, PM₁₀, or PM_{2.5}, depending on the redistribution of traffic that would be caused by the proposed project. The region is already in non-attainment for these criteria air pollutants. Therefore, a potentially significant air quality impact results.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive receptors are located throughout the *Community Plan* area. The closest sensitive receptor (i.e., residential dwelling) to the sites is approximately 50 feet from Cook-Riolo Road (at northern Central Avenue), and 40 feet from PFE Road (at Billy Mitchell Boulevard). The Dry Creek Elementary School site is located at the corner of PFE Road and Cook-Riolo Road, where construction would occur. The Middle School is under construction on Cook-Riolo Road, on the north side of Dry Creek.

Construction of the proposed project would involve various types of construction equipment, including bulldozers, backhoes, graders, and dump trucks. The use of construction vehicles and equipment required to implement the proposed project would have the potential to generate temporary hazardous air emissions. Fugitive dust emissions associated with project grading activities could cause adverse health effects and would be a nuisance at downwind locations. However, due to the limited scope and nature of construction activities, and the impact area of the proposed project (1.5 acres plus the existing right-of-way at the Baseline Road/Cook-Riolo intersection), impacts would be less than significant.

When operational, the Baseline Road/Cook-Riolo Road intersection and the speed reduction treatment locations would perform the same function as the existing road facility, and so would not expose additional people or create significant air quality impacts above the current levels. Therefore, impacts would be less than significant.

e) Create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. Implementation of the proposed project would result in increased use of potentially odor-emitting diesel-powered vehicles and equipment only during construction. This would be a short-term impact, and would therefore be less than significant.

Conclusion

Less-than-significant impacts are anticipated to occur regarding conflicts/obstructions with Air Quality Plans, the exposure of sensitive receptors to substantial pollutant concentrations, and the creation of objectionable odors. Potentially significant impacts may occur regarding violation of an air quality standard and a cumulatively considerable net increase of criteria air pollutants. Therefore, according to California Code of Regulations (CCR) Title 14, Chapter 3, Section 15145, (California Environmental Quality Act [CEQA] Guidelines) preparation of an Environmental Impact Report (EIR) is recommended to effectively analyze this impact.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service*

Less Than Significant Impact With Mitigation Incorporation. As a part of the proposed project, the following sources of special-status species data were reviewed: the California Department of Fish and Game (CDFG), California Natural Diversity Database (CDFG, 2007) for the Citrus Heights and surrounding eight 7.5-minute U.S. Geological Survey quadrangles; and the U.S. Fish and Wildlife Service (USFWS) (USFWS, 2007) species lists for the quadrangles listed above. Additionally, a reconnaissance survey of the speed reduction treatment locations was conducted on October 23, 2007 by a URS Corporation Senior Biologist. The reconnaissance survey included identification of the vegetation

communities in the proposed project area and habitats potentially suitable for federally and state listed species within the proposed project area and the immediate vicinity.

The project area consists primarily of disturbed road shoulders dominated by weedy plant species including ripgut brome (*Bromus diandrus*), soft chess (*Bromus hordeaceus*), yellow star thistle (*Centaurea solstitialis*), English plantain (*Plantago lanceolata*), vinegar weed (*Trichostema lanceolatum*) and tarweed (*Madia* sp.). Drainage ditches occur along most roadways, often with associated in-channel wetlands. Vegetation in these ditches includes cattails (*Typha* sp.), dallisgrass (*Paspalum dilatatum*), and Klamathweed (*Hypericum perforatum*). At the time of the reconnaissance survey, no aboveground water was present in any of the drainage ditches in the study area. A portion of one man-made pond occurs in the study area at the Cook-Riolo Road/Central Avenue intersection. A few shallow depressions occur in the study area at Cook-Riolo Road/Vineyard Road intersection that contains cracked soils, indicating that these areas pond during rain events. In areas off the immediate roadway shoulder but within the project area, vegetation consists primarily of ornamental plants, as well as low growing annual grasses and weeds associated with a few heavily grazed horse pastures and plowed fields.

The speed reduction treatment locations are not known to support special-status species (CDFG 2007). The speed reduction treatment locations are between the urbanized areas of Sacramento County and Roseville, adjacent to active roadway facilities. Special-status species with suitable marginal habitat in the study area and vicinity include:

- Western pond turtle (*Actinemys marmorata*). California species of concern. Suitable habitat for this species is present at a small man-made pond located at the Cook-Riolo Road/Central Avenue intersection in the study area.
- Tricolored blackbird (*Agelaius tricolor*). California species of concern. Suitable habitat for this species is present in the cattails and other marsh vegetation bordering the small pond at the Cook-Riolo Road/Central Avenue intersection in the study area.
- Vernal pool branchiopods (vernal pool fairy shrimp (*Branchinecta lynchi*) federally threatened; vernal pool tadpole shrimp (*Lepidurus packardii*) federally endangered). Potentially suitable habitat for vernal pool branchiopods is present within two shallow depressions located at the Cook Riolo Road/Vineyard Avenue intersection in the study area.
- Swainson's hawk (*Buteo swainsoni*). California threatened species. Swainson's hawk nests occurrences are known from within 2.5 miles of the study area (CDFG 2007). In addition, high quality Swainson's hawk nesting habitat occurs within 1 mile of the speed reduction treatment locations along the Dry Creek riparian corridor. This species could potentially nest in the study area. However, there are no known nests within the study area. Foraging habitat for this species is also present in the study area. However, foraging habitat is marginal, mostly consisting of weedy, low cover annual grasslands adjacent to roadways. Loss of foraging habitat resulting from the proposed project is considered less than significant given the low quality of the habitat as well as the small magnitude of impact. In addition, the study area is in close proximity to high quality foraging habitat that would more likely be used by the Swainson's hawk.
- Migratory bird species and raptors. Regulated under the Migratory Bird Treaty Act. Migratory birds and raptors could nest in the project area and vicinity.

Construction of the proposed project could result in significant impacts to special-status species. Impacts could include displacement and possible mortality to special-status species. However, due to the limited scope and nature of construction activities, and the impact area of the proposed project (1.5 acres plus the existing right-of-way at the Baseline Road/Cook-Riolo intersection), impacts would be less than significant. Implementation of the following mitigation measures would ensure that the impact would be less than significant.

Mitigation Measure B-A: Pre- Construction Vernal Pool Branchiopod Surveys. To avoid impacts to vernal pool branchiopods, vernal pool branchiopod surveys will be conducted, pending USFWS approval, according to the 1996 USFWS Interim Survey Guidelines Listed Branchiopod Surveys, within depressions found at the Cook-Riolo Road/Vineyard Avenue intersection. One season of wet and dry surveys are proposed to determine presence or absence of the listed branchiopod species. If listed vernal pool branchiopods are found within the ponding areas at the Cook-Riolo Road/Vineyard Avenue intersection, Section 10 of the Federal Endangered Species Act consultation with the USFWS will be required. Proposed mitigation measures may include habitat compensation through an offsite mitigation bank.

Mitigation Measure B-B: Pre-Construction Western Pond Turtle Surveys. Suitable habitat for the western pond turtle is present at the man-made pond at the Cook-Riolo Road/Central Avenue intersection. Preconstruction surveys for the western pond turtle shall be performed by a qualified biologist. Individual western pond turtles, if found, will be relocated to suitable habitat in coordination with CDFG. In addition, the Applicant will replace constructed pond aquatic habitat that would be filled by the proposed project at a 1:1 ratio. This mitigation would be implemented according to one of the following three options, to be determined and completed prior to impact: (1) onsite creation of habitat; (2) offsite creation of habitat; or (3) purchase of comparable aquatic habitat credits from a mitigation bank.

Mitigation Measure B-C: Pre-Construction Nesting Raptor Surveys. If project activities are proposed during the breeding period of the Swainson's hawk or other nesting raptors (March 1 to September 15), a qualified biologist shall conduct pre-construction surveys within a 0.25 mile radius of the project not more than 2 weeks prior to construction. Surveys shall be conducted using the guideline established in the Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in California's Central Valley (Swainson's Hawk Technical Advisory Committee 2000). If nesting Swainson's hawks or other raptors are found, project activities will be delayed within the following buffer distances until the young have fledged:

- Swainson's hawks – 1,320 feet (0.25 mile)
- Other raptor species – 520 feet (0.10 mile)

Swainson's hawk nest sites within 0.25 mile of active construction will be monitored by a qualified biologist to evaluate whether the construction activities are disturbing nesting hawks. If the nesting birds appear distressed, the monitor shall halt all construction activities within 0.5 mile of the nest site and CDFG will be contacted to identify appropriate contingency measures. These measures might include limitations on the activities that would be allowed within 0.25 mile of the nest site or termination of all work within 0.25 mile of the nest site. All CDFG recommendations shall be complied with. If construction activities occur over more than 1 year, surveys will be conducted during each year of construction.

If no active nests are identified during the preconstruction survey or if construction activities are proposed to occur during the nonbreeding season (September 16 through February 28), no preconstruction surveys or other mitigation measures for Swainson's hawk or other nesting raptors will be required.

Mitigation Measure B-D: Pre-Construction Migratory Bird Surveys. Migratory birds may nest in the study area. In order to avoid potential impacts to nesting migratory birds, project construction will be limited to outside of the bird nesting season (March 15 through September 15), where feasible. If construction must occur during this time period, a qualified biologist will conduct preconstruction surveys within areas potentially affected by the proposed project. If nesting migratory birds are found during preconstruction surveys, consultation with the CDFG shall take place regarding appropriate actions to comply with the Migratory Bird Treaty Act and the Fish and Game Code. In general, avoidance will include a 250-foot buffer zone surrounding active nests. Unless CDFG specifies otherwise, buffer zones shall remain until young birds have fledged.

No special-status species impacts are anticipated regarding operation of the proposed project.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. No riparian habitat was identified within or immediately adjacent to the speed reduction treatment locations. No impacts are anticipated.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less Than Significant Impact With Mitigation Incorporation. A reconnaissance survey to identify the presence of jurisdictional waters of the U.S. near the speed reduction treatment locations was completed on October 23, 2007. Numerous man-made drainage ditches were identified along roadways in the study area. Many of these ditches support species that are common to wetlands, indicating that subsurface water is present in some of these ditches year-round. At the time of survey, the ditches contained no aboveground water. It is likely that these features convey water through a system of culverts to Dry Creek, a navigable water of the U.S. In addition, one pond was identified in the study area at the Cook-Riolo Road/Central Avenue intersection. However, this feature was excavated in uplands and is therefore not a jurisdictional feature. Construction of the proposed project could result in impacts to jurisdictional waters of the U.S. in the study area. Implementation of the following mitigation measure would reduce this impact to a less-than-significant level.

Mitigation Measure B-E: Wetland Delineation. The project study area contains several potentially jurisdictional manmade drainage ditches. Therefore, a jurisdictional delineation shall be completed near the speed reduction treatment locations. A jurisdictional delineation report shall be submitted to the U.S. Army Corps of Engineers for review and verification. A Clean Water Act Section 404 permit shall be acquired prior to any fill activities or discharges that cannot be avoided within jurisdictional wetlands. If impacts to jurisdictional waters cannot be avoided,

the Applicant shall mitigate in compliance with the terms and conditions of the Section 404 permit issued by the U.S. Army Corps of Engineers and the Section 401 Water Quality Certification and Waste Discharge Requirements issued by the Central Valley Regional Water Quality Control Board. The creation/restoration requirements shall be in compliance with the *Placer County General Plan* “no net loss” of wetlands policy (Policy 6.B.1).

No wetland impacts are anticipated regarding operation of the proposed project.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. The majority of the study area consists of small, paved roadway facilities between the urbanized areas of Sacramento County and Roseville. The proposed project is not adjacent to or within any wildlife or fish migratory corridors. No impacts are anticipated.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact With Mitigation Incorporation. The project study area contains many native oak trees, including blue oak (*Quercus douglasii*) and coast live oak (*Quercus agrifolia*) of varying ages and sizes. Native trees are protected under the Placer County Tree Ordinance. Construction of the proposed project could result in direct loss of native trees. Native trees could also be indirectly impacted through damage to roots and limbs during construction. However, due to the limited scope and nature of construction activities, and the impact area of the proposed project (1.5 acres plus the existing right-of-way at the Baseline Road/Cook-Riolo intersection), impacts would be less than significant. Implementation of the following mitigation measures would ensure that the impact would be less than significant.

Mitigation Measure B-F: Native Tree Protection. Native trees that are not planned for removal shall be preserved and protected per the Placer County Tree Preservation Ordinance, particularly Section 12.16.070, Item “D.”

Mitigation Measure B-G: Native Tree Removal. The loss of native trees in the study area shall follow the policies and mitigation guidelines set forth in The Placer County Tree Preservation Ordinance found in Chapter 12, Article 12.16 of the Placer County Code. See Article 12.16 for details on protection, replanting and mitigation for removed trees.

No tree impacts are anticipated regarding operation of the proposed project.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The *Community Plan* area is located with the planned Placer County Conservation Plan, which is both habitat conservation plan and natural community conservation plan. However, implementation of the proposed project would not conflict with the plan since it is not yet adopted. No impacts are anticipated.

Conclusion

No impacts are anticipated regarding effects on riparian habitat; interference with the movement of native resident or migratory fish/wildlife specie; or conflicts with adopted local, regional, or state habitat conservation plans. Potentially significant construction-related impacts may occur regarding the disturbance of special-status species, wetlands or waters of the U.S., and conflicts with local tree preservation policies. However, implementation of the mitigation measures identified in this portion of the Initial Study would reduce potential construction-related impacts to a less-than-significant level.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Less Than Significant Impact With Mitigation Incorporation. Previous surveys, studies, and site records pertaining to the project vicinity were accessed. A records search was conducted to identify previous cultural resource surveys, studies, and site records at the North Central Information Center (File No. PLA-07-87) for each proposed speed reduction treatment location, including a quarter-mile buffer. Records were reviewed in the Directory of Properties in the Historic Property Data File for Placer County for information on sites of recognized historical significance. This directory, which lists all properties contained in the National Register of Historic Places, the California Register of Historic Resources, the California Inventory of Historic Resources (1976), the California Historical Landmarks (1996), and the California Points of Historical Interest (1992) was reviewed for all federal and state-listed historical resources in or near the speed reduction treatment locations. Historic maps were also reviewed, including the 1866 General Land Office Plat and the 1901 Fair Oaks U.S. Geological Survey quadrangle. The Baseline Road/Cook-Riolo Road intersection was visually inspected, as this site has been previously disturbed during roadway construction activities.

A pedestrian survey was conducted of each speed reduction treatment location on October 1, 2007, by a URS Registered Professional Archaeologist. The ground surface was inspected for evidence of prehistoric cultural activity, along with any elements of the built environment that may qualify as an historical resource. The ground surface was heavily disturbed at each location during road construction and, due to concrete or paving covering the site, few ground surface areas were visible. All visible soils were along the shoulder and were closely inspected. No historical resources were observed. No buildings or structures appear to be within the speed reduction treatment locations, nor does it appear that construction would impact adjacent structures.

The review of the above archival references did not yield any recorded historical resources or archaeological resources within the analysis area. However, three prehistoric and four built historical resources have been previously identified within the quarter-mile zone of the proposed speed reduction treatment locations. The prehistoric sites (CA-PLA-84, -74, -43, and -71) are clustered north of Dry Creek, about 2,000 feet south of Vineyard Avenue. These sites were characterized as heavily disturbed habitation sites at the time of their recordation (Mott, 1963). The area has been substantially modified due to agriculture and horse ranching activities and consequently no evidence of these sites remains at the surface. The historical built resources recorded (such as CA-PLA-1582-H) are residences that, while more than 50 years old, have been modified since they were built and are not considered to be historical resources by their reviewers (Marvin, 2004).

Currently, the speed reduction treatment locations and the Baseline Road/Cook-Riolo Road intersection are used as roadway facilities. No buildings would be demolished as a part of the proposed project. Based on the field and archival reviews conducted for this project, the implementation of the proposed project would not cause a substantial adverse change in the significance of known historical resources. The prehistoric sites previously identified were located outside of the proposed project area's zone of ground disturbance and would therefore not be affected. However, given the proximity to Dry Creek and the existence of prehistoric sites in the vicinity, unknown subsurface historical resources may exist within the analysis area that may be adversely affected by project activities. In the event of an accidental discovery of archaeological resources, implementation of the following mitigation measure would ensure that the impact would be less than significant.

Mitigation Measure C-A: Consult qualified professional archaeologist. In the event of the discovery of buried archaeological artifacts, exotic rock (non-native), or unusual amounts of shell or bone, it is recommended that project activities in the vicinity of the find be immediately stopped and a qualified professional archaeologist consulted to assess the resource and provide proper management recommendations. If the find is determined to be a historical or unique archaeological resource, contingency funding and a time allotment to allow for implementation of avoidance measures or appropriate mitigation shall be made available, as provided in Section 15064.5 of the CEQA Guidelines.

In addition, the Placer County Planning Department and Department of Museums must also be contacted. Work in the area may only proceed after authorization is granted by the Placer County Planning Department. All construction and improvement plans for subsequent development within the affected area involving ground disturbance shall include these provisions. The archaeologist shall evaluate any potential effects on any historical resource or unique archaeological resource and, where such effects would be significant, shall recommend potential mitigation to the County for its consideration. The County will assess the feasibility of any proposed mitigation (e.g., avoidance of the historical resource) and impose the mitigation where feasible in light of factors such as the nature of the find, project design, costs, Specific Plan policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while mitigation for historical resources is carried out.

b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?*

Less Than Significant Impact With Mitigation Incorporation. As previously stated, no unique archaeological resources were observed during field reconnaissance of the speed reduction treatment locations and Baseline Road/Cook-Riolo Road intersection. Thus, no previously recorded archaeological sites would be impacted by the proposed project. However, it is possible that construction of the proposed project may uncover archaeological resources. If such resources are found during construction, the following mitigation measure would reduce construction impacts to a less-than-significant level.

Mitigation Measure C-A: Consult qualified professional archaeologist. See Section V.a, above.

c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Less Than Significant Impact With Mitigation Incorporation. Paleontologic resources are the fossilized evidence of past life found in the geologic record. Despite the tremendous volume of sedimentary rock deposits preserved worldwide and the enormous number of organisms that have lived through time, preservation of plant or animal remains as fossils is an extremely rare occurrence. Because of the infrequency of fossil preservation, fossils—particularly vertebrate fossils—are considered to be nonrenewable resources. Because of their rarity and the scientific information they can provide, fossils are considered highly significant records of ancient life.

Rock formations that are considered of paleontological sensitivity are those rock units that have yielded significant vertebrate or invertebrate fossil remains. These include, but are not limited to, sedimentary rock units that contain significant paleontologic resources anywhere within its geographic extent. The project vicinity is underlain by deep Holocene floodplain deposits. These types of sediments would not likely yield significant paleontologic remains because they are surface deposits and are not considered fossil-bearing rock units. However, significant paleontological deposits can be encountered during most any subsurface excavation, especially near riverine corridors. Therefore, the following mitigation is provided to reduce this impact to a less-than-significant level.

Mitigation Measure C-B: Consult qualified professional paleontologist. Should paleontological resources be identified at a particular site during construction, the contractor shall cease operation until a qualified professional can provide an evaluation. Mitigation shall be conducted as follows:

- Identify and evaluate paleontological resource by intense field survey where impacts are considered high;
- Assess effects on identified sites;
- Consult with the institutional/academic paleontologists conducting research investigations within the geological formations that will be impacted;
- Obtain comments from the researchers;
- Comply with researchers' recommendations to address any significant adverse effects where determined by the County to be feasible pursuant to Mitigation Measure C-C.

Mitigation Measure C-C: Comply with paleontologist's recommendations. In considering any suggested mitigation proposed by the consulting paleontologist, Placer County Planning Department Staff shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, *Community Plan* policies and land use assumptions, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed in other locations while mitigation for paleontological resources is carried out.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant Impact With Mitigation Incorporation. No evidence exists to indicate that burials or any large prehistoric or historic occupation existed within the analysis area. However, unexpected discoveries are possible even in areas of putatively low sensitivity. Therefore, the following mitigation is provided to reduce this impact to a less-than-significant level.

Mitigation Measure C-D: Consult the County Coroner. If human skeletal remains are uncovered during project construction, the contractor will immediately halt work, contact the Placer County coroner to evaluate the remains, and follow the procedures and protocols set forth in Section 15064.5 (e)(1) of the CEQA Guidelines. If the County coroner determines that the remains are Native American, the County will contact the Native American Heritage Commission, in accordance with Health and Safety Code Section 7050.5, subdivision (c), and Public Resources Code 5097.98 (as amended by AB 2641). As prescribed in Public Resources Code 5097.98, the County shall ensure that, according to generally accepted cultural or archaeological standards or practices where the Native American human remains are located, the immediate vicinity is not damaged or disturbed by further development activity until the County has discussed and conferred with the most likely descendants regarding their recommendations, if applicable, and taking into account the possibility of multiple human remains.

Conclusion

Potentially significant construction-related impacts may occur if the discovery of unknown historic resources, archaeological resources, or paleontological resources are found. However, implementation of the mitigation measures identified in this portion of the Initial Study would reduce potential construction-related impacts to a less-than-significant level.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42; ii) Strong seismic ground shaking?; iii) Seismic-related ground failure, including liquefaction?; iv) Landslides?

Less Than Significant Impact. The project vicinity is located in one of the most seismically stable areas of California, Seismic Safety Zone III, with no Alquist-Priolo Earthquake Fault Zones. Western Placer County is not subject to any major fault lines. The proposed project's implementation would not result in a significant increase in the number of people exposed to seismic events, as the speed reduction treatments and Baseline Road/Cook-Riolo Road intersection would perform the same function as the existing intersection. Overall, the damage in the project vicinity is anticipated to be less severe than in other areas of California. It is anticipated that the proposed project would conform to the California Uniform Building Code as well as to the applicable Placer County Building Codes regarding seismic activities. The proposed project site and surrounding properties are relatively flat with no risk of landslides or mudslides. The soils that underlie the site have a low potential for liquefaction. Therefore, due to the project's limited scope and nature and location on one of the most seismically stable areas of California, less-than-significant impacts are anticipated.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Due to the relatively flat site topography, earthwork would be expected to be minimal and limited to preparation of the site for development. No substantial erosion impacts are anticipated with construction of the proposed project. The potential for soil erosion and loss of topsoil would be greatest during the period of site grading and between the time when grading is completed and building construction is started. Removal of the Baseline Road/Cook-Riolo Road intersection through-movement restrictions would be accomplished within existing rights-of-way, resulting in minimal opportunity for erosion. Areas not paved or covered would be properly graded and landscaped as necessary to prevent soil loss. Given the limited scope and nature of the proposed project, and the limited impact area (1.5 acres plus the existing right-of-way at the Baseline Road/Cook-Riolo intersection), impacts would be less than significant.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant Impact. Unstable soils are not anticipated to occur at or around the project construction sites. The soils that underlie the project site have low potential for liquefaction, lateral spreading, subsidence, or collapse. The project site and surrounding properties are relatively flat with no risk of landslides or mudslides. Therefore, impacts would be less than significant.

d) Be located on expansive soil, as defined in Table 18-I-B of the Uniform Building Code (1994), creating substantial risks to life or property?

Less Than Significant Impact. The soils that underlie the project sites are considered to be stable soils with low expansion potential. There would be a low risk to life or property from such conditions after implementation of the proposed project. Therefore, impacts would be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. Septic tanks or alternative wastewater disposal systems are not an element of the proposed project. No impacts are anticipated.

Conclusion

No impacts are anticipated to occur regarding the use of septic tanks/wastewater disposal systems. Less-than-significant impacts are anticipated to occur regarding seismic activities; soil erosion or the loss of topsoil; and the proposed project being located on unstable soils or expansive soils.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Less Than Significant Impact. Construction of the proposed project would involve various types of construction equipment, including bulldozers, backhoes, graders, and dump trucks. This equipment could create a hazard to the public through the potential of a hazardous materials spill or release. Adherence to industry standard best management practices (BMPs), such as limiting onsite equipment maintenance using a spill prevention system to capture any spilled materials, would result in a less-than-significant impact.

Operation of the proposed project would not involve the routine transport, use, or disposal of hazardous materials. Removal of the Baseline Road/Cook-Riolo Road intersection through-movement restrictions would increase access to the *Community Plan* area. Leaving PFE Road open to public traffic would allow trucks and other vehicles, some of which may transport hazardous materials, to continue to travel through the *Community Plan* area in this location. These vehicles could create a hazard to the public through the potential of a hazardous materials spill or release. However, this hazard is common to all roadways within the *Community Plan* area, and is no different than the current condition. Due to the limited scope and nature of construction activities and impact area of the proposed project (1.5 acres plus the existing right-of-way at the Baseline Road/Cook-Riolo intersection), impacts would be less than significant.

b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Less Than Significant Impact. See VII.a, above.

c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

Less Than Significant Impact With Mitigation Incorporation. The Dry Creek Elementary School site is located at the corner of PFE Road and Cook-Riolo Road, where construction would occur. The Creekview Ranch Middle School is under construction on the east side of Cook-Riolo Road, and north of Dry Creek. Construction would occur within one-quarter mile of this school. Construction of the proposed project would involve various types of construction equipment, including bulldozers, backhoes, graders, and dump trucks. The use of construction vehicles and equipment required to implement the proposed project would have the potential to generate temporary hazardous air emissions or result in a hazardous materials spill or release. Health effects from exposure to hazardous air emissions associated with construction equipment typically require exposure of long duration (years), while the construction activities would be limited to a month or less at any given location. Emissions from the proposed project would be consistent with the PCAPCD air quality plans for the region. Adherence to industry standard BMPs, such as requiring proper equipment maintenance and implementation of a spill prevention system to capture any spilled hazardous materials, would result in a less-than-significant impact. In order to further reduce the impact from hazardous materials, substances, or waste, implementation of the following mitigation measure is recommended.

Mitigation Measure HZ-A: Restrict Construction to Summer Months. In order to reduce potential impacts to schools from construction of the proposed project, construction of the speed reduction treatments will be restricted to the summer months, when school is not in session.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact. Neither the speed reduction treatments locations nor the Baseline Road/Cook-Riolo Road intersection is located on a known hazardous materials site. No impacts are anticipated.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

No Impact. Neither the speed reduction treatments locations nor the Baseline Road/Cook-Riolo Road intersection is located within an airport land use plan area or within 2 miles of a public use airport. No impacts are anticipated.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. Neither the speed reduction treatments locations nor the Baseline Road/Cook-Riolo Road intersection is located near the vicinity of a private air strip. No impacts are anticipated.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant Impact. Construction of the proposed project would require sporadic lane closures for a limited time to build the speed reduction treatments and remove the Baseline Road/Cook-Riolo Road intersection through-movement restrictions. Adherence to industry standard BMPs, such as implementation of a traffic control plan and the use of flag persons, would result in a less-than-significant impact.

Implementation of the proposed project would not interfere with any emergency response plan or emergency evacuation plan, since PFE Road would remain open to vehicular traffic. However, the speed reduction treatments would reduce travel speeds from approximately 40 to 30 miles per hour (mph) on the affected roadways. The reduction in travel speeds would slightly increase emergency response times because emergency vehicles would have to navigate the proposed speed reduction treatments, which would require a slower speed. However, the slight increase is considered less than significant by the Placer County Sheriff's Department, the California Department of Forestry/Placer County Fire Hazard Mitigation Program, and the California Highway Patrol (Walton, 2007; Dimaggio, 2007).. Removal of the Baseline Road/Cook-Riolo Road intersection through-movement restrictions would be accomplished within existing rights-of-way. Therefore, impacts would be less than significant.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Less Than Significant Impact. Grasslands are located within the *Community Plan* area. Wildfires occasionally occur in this portion of southwestern Placer County. Due to the limited duration and nature of the construction within or immediately adjacent to existing roadways, construction of the proposed project

would not be expected to result in wildfires. Operation of the proposed project would not increase the potential for wildfires, as the roadway system would operate as it does today. The closest fire station (California Department of Forestry/Placer County Fire Hazard Mitigation Program Station #100) is located within the *Community Plan* area at 8350 Cook Riolo Road. Typical response times to the *Community Plan* area include 1.5 minutes for fire response and 2 to 30 minutes, depending on the severity of the incident, for police response (Walton, 2007; Dimaggio, 2007). Habitable structures/buildings are not an element of the proposed project. Therefore, less-than-significant impacts are anticipated.

Conclusion

No impacts are anticipated to occur regarding known hazardous materials sites; the emission of hazardous waste/substances within an airport land use plan area or within 2 miles of a public use airport; or safety hazards to people working/residing near a private air strip. Less-than-significant impacts are anticipated to occur regarding the transportation, use, or disposal of hazardous materials; the release of hazardous materials in accident conditions; interference with emergency response plans; and the exposure of people/structures to wildland fires. Potentially significant construction-related impacts may occur with the emission of hazardous waste/substances within one-quarter mile of schools. However, implementation of the mitigation measure identified in this portion of the Initial Study would reduce potential impacts to a less-than-significant level.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY –				
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Violate any water quality standards or waste discharge requirements?

Less Than Significant Impact. Construction of the proposed project would be conducted in accordance with County standards, including BMPs to control erosion and prevent runoff into Dry Creek. It would be designed to direct water to the existing storm water drainage system (i.e., roadside drainage ditches). The proposed speed reduction treatments would be primarily located on land that has been previously disturbed and is covered with asphalt pavement. Removal of the Baseline Road/Cook-Riolo Road intersection through-movement restrictions would be accomplished within existing rights-of-way. The potential for erosion and sediment runoff during construction is addressed in response VI.b (Geology and Soils). When operational, the speed reduction treatments and Baseline Road/Cook-Riolo Road intersection would perform the same function as the existing intersection, and would not violate local water quality standards or waste discharge requirements. Therefore, impacts would be less than significant.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

No Impact. Habitable structures/buildings are not an element of the proposed project. Therefore, groundwater supplies would not be disturbed or depleted as a result of the proposed project. Due to the limited scope and nature of construction activities and impact area of the proposed project (1.5 acres plus the existing right-of-way at the Baseline Road/Cook-Riolo intersection), groundwater recharge would not be affected. No impacts are anticipated.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Less than Significant Impact. Implementation of the proposed project would not result in altered drainage patterns in the *Community Plan* area, or in substantial erosion or siltation. The potential for erosion and sediment runoff during construction is addressed in response VI.b (Geology and Soils). Construction of the speed reduction treatments would require minor drainage ditch modifications. These drainage ditches are maintained by the Placer County Department of Public Works to ensure proper water flow and reduce potential flooding concerns during significant storm events. Removal of the Baseline Road/Cook-Riolo Road intersection through-movement restrictions would be accomplished within existing rights-of-way. The project sites are relatively flat; earthwork would therefore be expected to be minimal and limited to preparation for site development and post-construction landscaping, where required. Earthwork activities would not alter watershed boundaries. Impacts would be less than significant.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

No Impact. Implementation of the proposed project would not increase the likelihood of flooding either onsite or offsite through the alteration of a drainage pattern, stream, or river. Additionally, an increase in the rate or amount of surface water from the amount of additional impervious surface area is not anticipated to result in flooding, since the permanent amount of impervious area would be increased by

only 0.7 acres if all five roundabouts are constructed. This represents the worst-case scenario. As indicated above, roundabouts were assumed for impact analysis purposes because roundabouts have the largest temporary and permanent impact area of all speed-reduction treatments. No drainage patterns, streams, or rivers would be altered as a result of the proposed project. Therefore, no impacts are anticipated.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less Than Significant Impact. Implementation of the proposed project would not significantly increase the amount of impervious surface area or increase the amount of urban surface pollutants in the vicinity. Construction of the speed reduction treatments would require temporary ground disturbance of approximately 0.8 acres and permanently disturb approximately 0.7 acres. The existing storm water drainage system (i.e., roadside drainage ditches) is capable of accommodating the minor increase in runoff. The potential for erosion and sediment runoff during construction is addressed in response VI.b (Geology and Soils). The potential for polluted runoff during construction or operation is addressed in response VIII.a, above. Impacts would be less than significant.

f) Otherwise substantially degrade water quality?

Less Than Significant Impact. Implementation of the proposed project would not result in substantial degradation of local water quality due to the scope and nature of construction activities, and the limited impact area (1.5 acres plus the existing right-of-way at the Baseline Road/Cook-Riolo intersection) (see VIII.a, VIII.b, VIII.c, VIII.d, and VIII.e, above). Impacts would be less than significant.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact. Housing is not an element of the proposed project. No impacts are anticipated.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact. No structures would impact flood flows within a 100-year flood hazard area as a part of constructing the proposed project, as these facilities would not be located in a floodplain (see discussion VIII.d, above). No impacts are anticipated.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. No people or structures would be exposed to a significant risk of loss, injury, or death as a result of construction under the proposed project. No levees or dams are located in the project vicinity. No impacts are anticipated.

j) Inundation by seiche, tsunami, or mudflow?

No Impact. Given its distance from major bodies of water or dams, the project site is not susceptible to inundation due to tsunamis (commonly known as “tidal waves”), seismic seiches (oscillating waves in

enclosed water bodies), or dam failure. Because the site is relatively flat, mudflows are considered unlikely. Therefore, no impacts are anticipated.

Conclusion

No impacts are anticipated to occur regarding depletion of groundwater supplies or groundwater recharge; the alteration of site drainage patterns resulting in flooding; the placement of structures in flood hazard areas; exposure of people or structures to significant loss, injury, or death due to flooding; or inundation by tsunami or mudflow. Less-than-significant impacts are anticipated to occur regarding the violation of water quality standards or waste discharge requirements; the alteration of site drainage patterns resulting in erosion/siltation; contributing polluted runoff into an existing storm water system; and the degradation of water quality.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING – Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Physically divide an established community?

No Impact. Because PFE Road would remain open under the proposed project, the *Community Plan* area would not be physically divided. Implementation of the speed reduction treatments would reduce travel speeds from approximately 40 to 30 mph on the affected roadways, but would not divide the *Community Plan* area. Removal of the Baseline RoadCook-Riolo Road intersection through-movement restrictions would increase access to the *Community Plan* area. No impacts are anticipated.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact With Mitigation Incorporation. PFE Road is currently open to vehicular traffic, although it has exceeded the 5,000 vehicle per day closure threshold given in the existing *Community Plan – Transportation Element*. The proposed project would conflict with the existing *Community Plan – Transportation Element* by allowing PFE to remain open. Implementation of the following mitigation measure would reduce this impact to a less-than-significant level.

Mitigation Measure LU-A: Update Community Plan – Transportation Element. As a part of the proposed project, the Placer County Department of Public Works will update the *Transportation Element* to leave PFE Road open. The *Transportation Element* update would also revise its goals and policies for relevance to today's community environment and to ensure applicability in the future. The overall goal of the *Community Plan – Transportation Element* update is to maintain the rural nature of the *Community Plan* area and minimize the amount of traffic impacts, while allowing circulation patterns to be maximized.

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

No Impact. The *Community Plan* area is located within the proposed Placer County Conservation Plan, which would be both a habitat conservation plan and a natural communities conservation plan. This plan is not yet adopted. However, implementation of the proposed project would not conflict with the plan if it were to be adopted. No impacts are anticipated.

Conclusion

No impacts are anticipated to occur regarding the division of an established community or interference with adopted habitat or natural community conservation plans. A potentially significant impact regarding a conflict with the existing *Community Plan – Transportation Element* may occur. However, implementation of the mitigation measure identified in this portion of the Initial Study would reduce potential impacts to a less-than-significant level.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
X. MINERAL RESOURCES – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. Because no known mineral resources are present at the project site, construction of the proposed project would not result in the loss of availability of a known mineral resource of value. Therefore, no impacts are anticipated.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

No Impact. See X.a, above.

Conclusion

No impacts are anticipated to occur regarding the loss of valuable mineral resources.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XI. NOISE – Would the project result in				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. Construction-related activities associated with the proposed project would be of short duration due to the limited scope, nature, and impact area of construction (1.5 acres plus the existing right-of-way at the Baseline Road/Cook-Riolo intersection). Typical construction equipment would include bulldozers, backhoes, graders, and dump trucks. Most noise-sensitive construction activities would involve earth movement. Given the limited scope of the proposed project, it is assumed that simultaneous construction activities would not be continuous. The closest noise-sensitive receptor (i.e., residential dwelling) to the speed reduction treatment sites is approximately 50 feet from Cook-Riolo Road (at northern Central Avenue) and 40 feet from PFE Road (at Billy Mitchell Boulevard). The Dry Creek Elementary School site is located at the corner of PFE Road and Cook-Riolo Road, where construction would occur. The Creekview Ranch Middle School is under construction on the east side of Cook-Riolo Road, and north of Dry Creek. Construction would occur with one-quarter mile of this school.

Construction-related noise would be noticeable over these distances. However, since the project sites are adjacent to active roadways, it is likely that the limited duration construction-related noise would blend in somewhat with other area noise. In any event, construction activities would be of short duration, generally a month or less at any single location. Because of these factors, and with implementation of the following mitigation measures, construction-related noise impacts would be reduced to a less-than-significant level.

Mitigation Measure N-A: Restricted hours of construction activity. Placer County will include in all approved specifications for the proposed project a requirement that construction contractors limit the use of heavy machinery to Mondays through Fridays between 6:00 a.m. and 6:00 p.m., and Saturdays between 8:00 a.m. and 6:00 p.m.

Mitigation Measure N-B: Implement Mitigation Measure HZ-A.

Both PFE Road and Cook-Riolo Road are key roadways within the *Community Plan* area, and already contribute to noise pollution in the vicinity. Operation of the speed reduction treatments would reduce travel speeds from approximately 40 to 30 mph on the affected roadways, resulting in a noise decrease associated with vehicles in portions of the *Community Plan* area (i.e., vehicles traveling at lower speeds result in reduced vehicular road noise). Therefore, less-than-significant noise impacts to sensitive receptors in some locations are anticipated.

Currently, vehicles traveling in a southbound direction on Cook-Riolo Road (north of Baseline Road) cannot travel south of Baseline Road. Vehicles must travel other *Community Plan* area roadways to reach this area. Removal of the Baseline Road/Cook-Riolo Road intersection through-movement restrictions could result in a minor increase in vehicular noise at this location as access to the *Community Plan* area would be increased. However, no significant increase in noise is anticipated with implementation of the proposed project as vehicles would be forced to slow down to navigate the speed reduction treatments located on Cook-Riolo Road. Therefore, less-than-significant noise impacts are anticipated in this location.

The projected growth in regional and local traffic volumes under future conditions would be expected to result in substantial increases in traffic volumes along many roadways in the *Community Plan* area, with PFE Road open or closed, with or without the proposed project. At one location, along PFE Road from Pinehurst Drive to Cook-Riolo Road, substantial changes to traffic would result from leaving PFE Road open, with or without the proposed project, which is the obvious result of not closing PFE Road at Cook-Riolo Road. At this location, and potentially at other locations, the changes in traffic volumes could result in a potentially significant noise impact.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. Potential construction impacts related to generation of excessive groundborne vibration or groundborne noise are discussed in XI.a, above. Implementation of **Mitigation Measures N-A and N-B**, described above, would reduce exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels to a less-than-significant level.

For the same reasons described in XI.a, above, operation of the proposed project could result in generation of excessive groundborne vibration or groundborne noise. This could result in a potentially significant noise impact.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Potentially Significant Impact. For the same reasons described in XI.a, above, operation of the proposed project could cumulatively contribute to a permanent increase in ambient noise levels in some locations in the project vicinity. This could result in a potentially significant noise impact.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less Than Significant Impact. Construction of the proposed project would create a minor temporary increase in ambient noise levels in locations where improvements are identified. This increase would be associated with typical construction equipment, would occur during the daytime, and would be short-term in nature owing to the limited scope, nature, and size of this construction (1.5 acres plus the existing right-of-way at the Baseline Road/Cook-Riolo intersection). Therefore, the temporary increase in ambient noise levels would be less than significant. During operation, the proposed project would not contribute to periodic increases in ambient noise levels in excess of typical roadway travel patterns. Impacts would therefore be less than significant.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. Neither the speed reduction treatment locations nor the Baseline Road/Cook-Riolo Road intersection is located within an airport land use plan area or within 2 miles of a public use airport. No impacts are anticipated.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. Neither the speed reduction treatment locations nor the Baseline Road/Cook-Riolo Road intersection is located near the vicinity of a private air strip. No impacts are anticipated.

Conclusion

No impacts are anticipated to occur regarding exposing people to excessive noise within an airport land use plan or exposing people to excessive noise in close proximity to a private airstrip. Less-than-significant impacts occur regarding a temporary increase in ambient noise. Potentially significant impacts are anticipated to occur regarding the exposure of persons to noise levels in excess of established policies, the exposure of people to excessive groundborne noise or vibration levels, and a substantial permanent increase in ambient noise. Implementation of the mitigation measures identified in this portion of the Initial Study would reduce potential construction-related impacts to a less-than-significant level. However, operational-related impacts may exist. Therefore, according to CCR Title 14, Chapter 3, Section 15145, (CEQA Guidelines) preparation of an EIR is recommended to effectively analyze this impact.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XII. POPULATION AND HOUSING – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact. Implementation of the proposed project would not directly induce unplanned population growth in the project area, as no new homes or businesses are elements of the proposed project. No new roads or major utility infrastructure improvements are a part of the proposed project. Population growth over the last two decades, coupled with the anticipated development plans currently under review by Placer County, has already analyzed within the *Community Plan* area. It is assumed that all of the planned development would occur with or without the proposed project. No further population growth analysis is required and no impacts are anticipated, as no new development is a part of the proposed project.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. No existing housing would be displaced with implementation of the proposed project, as no housing exists on the project sites. Therefore, no impact is anticipated.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. See XII.b, above.

Conclusion

No impacts are anticipated to occur regarding growth inducement or displacement of buildings or people, as the proposed project does not introduce new buildings or residents to the project area.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XIII. PUBLIC SERVICES –				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: fire protection, police protection, schools, parks, other public facilities?

Less Than Significant Impact. Implementation of the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered government facilities including schools, parks, or other public facilities. Operation of the speed reduction treatments would reduce travel speeds from approximately 40 to 30 mph on the affected roadways. The reduction in travel speeds would slightly increase fire and police emergency response times because emergency vehicles would have to navigate the proposed roundabouts, which would require a slower speed. However, the slight increase is considered less than significant.

Conclusion

No impacts are anticipated to occur regarding parks, schools, and other public facilities/services because the operational characteristics would not change. Impacts related to maintaining acceptable service ratios, response times, or other performance objectives for police and fire protection would be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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XIV. RECREATION –

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

☐
☐
☐
☒

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

☐
☐
☐
☒

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact. Implementation of the proposed project would not create or otherwise affect recreational use or demand. The proposed project would not enhance or diminish recreational opportunities. Therefore, no impacts are anticipated.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact. See XIV.a, above.

Conclusion

No impacts are anticipated to occur regarding the increased use of local recreational facilities or the construction of recreational facilities.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XV. TRANSPORTATION/TRAFFIC – Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

Potentially Significant Impact. Under existing conditions, the *Community Plan* area has high traffic volumes along the major east-west and north-south roadways due to commuters between Roseville and Sacramento County. To discourage regional traffic from traveling along Cook-Riolo Road, the northbound and southbound movements are prohibited at the Baseline Road intersection. The majority of the study area roadways currently operate at LOS C or better conditions (see Table 2). However, the following four roadway segments currently operate at LOS E or worse conditions (Fehr & Peers, 2007):

Table 2
Existing and Cumulative Conditions (2020) Roadway Segment Operations

Roadway Segment	Existing Condition		Future Scenario PFE Rd Closed		Future Scenario PFE Rd Open		Future Scenario Proposed Project	
	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS
Antelope Road - PFE Road to Sacramento County Line	6,900	C	<u>36,600</u>	<u>F</u>	<u>35,100</u>	<u>F</u>	<u>35,300</u>	<u>F</u>
Baseline Road - Sutter County Line to Locust Road	10,100	B	43,900	C	43,700	C	44,300	C
Baseline Road - Locust Road to Watt Avenue	10,400	B	<u>55,800</u>	<u>E</u>	<u>55,400</u>	<u>E</u>	<u>55,600</u>	<u>E</u>
Baseline Road - Watt Avenue to Walerga Road	12,600	D	<u>56,000</u>	<u>E</u>	<u>55,200</u>	<u>E</u>	<u>55,600</u>	<u>E</u>
Baseline Road - Walerga Road to Cook-Riolo Road	13,600	A	<u>54,900</u>	<u>F</u>	<u>52,100</u>	<u>F</u>	<u>52,200</u>	<u>F</u>
Baseline Road – Cook-Riolo Road to Foothills Boulevard	17,300	B	<u>44,800</u>	<u>F</u>	<u>44,700</u>	<u>F</u>	<u>39,800</u>	<u>F</u>
Cook-Riolo Road - Baseline Road to Vineyard Road	3,100	B	<u>16,900</u>	<u>F</u>	<u>16,500</u>	<u>F</u>	<u>14,100</u>	<u>E</u>
Cook-Riolo Road - Vineyard Road to PFE Road	3,700	B	<u>18,400</u>	<u>F</u>	<u>20,700</u>	<u>F</u>	<u>17,500</u>	<u>F</u>
Crowder Lane - Vineyard Road to Baseline Road	900	A	9,300	B	7,000	A	5,900	A
Foothills Boulevard - Atkinson Street to Vineyard Road	<u>35,200</u> ¹	<u>E</u>	<u>72,700</u>	<u>F</u>	<u>72,500</u>	<u>F</u>	<u>73,100</u>	<u>F</u>
Foothills Boulevard - Cirby Way to Atkinson Street	<u>40,000</u>	<u>F</u>	<u>77,000</u>	<u>F</u>	<u>77,000</u>	<u>F</u>	<u>75,300</u>	<u>F</u>
PFE Road - Watt Avenue to Walerga Road	4,700	B	<u>16,200</u>	<u>F</u>	<u>16,400</u>	<u>F</u>	<u>16,700</u>	<u>F</u>
PFE Road - Walerga Road to Pinehurst Drive	7,200	C	<u>15,600</u>	<u>F</u>	<u>17,800</u>	<u>F</u>	13,100	D
PFE Road - Pinehurst Drive to Cook-Riolo Road	5,800 ¹	B	300	A	<u>17,200</u>	<u>F</u>	11,400	C
PFE Road - Cook-Riolo Road to Antelope Road	6,600 ¹	C	<u>17,500</u>	<u>F</u>	<u>20,800</u>	<u>F</u>	<u>18,300</u>	<u>F</u>
PFE Road - Antelope Road to Atkinson Street	8,700	C	28,600	C	32,100	D	31,100	D
Vineyard Road - Crowder Lane to Cook Riolo Road	1,600 ¹	A	11,700	C	9,300	B	8,800	A
Vineyard Road - Cook-Riolo Road to Foothills Boulevard	3,100	A	<u>16,900</u>	<u>F</u>	<u>17,800</u>	<u>F</u>	<u>17,900</u>	<u>F</u>
Walerga Road - Baseline Road to PFE Road	<u>14,900</u>	<u>E</u>	<u>44,500</u>	<u>F</u>	<u>43,900</u>	<u>F</u>	<u>44,100</u>	<u>F</u>
Walerga Road - PFE Road to Sacramento County Line	10,700	A	<u>48,500</u>	<u>F</u>	<u>49,900</u>	<u>F</u>	<u>48,900</u>	<u>F</u>
Watt Avenue - Baseline Road to PFE Road	7,100	A	<u>65,100</u>	<u>F</u>	<u>63,100</u>	<u>F</u>	<u>65,100</u>	<u>F</u>
Watt Avenue - PFE Road to Sacramento County Line	<u>19,400</u>	<u>E</u>	<u>64,000</u>	<u>F</u>	<u>64,000</u>	<u>F</u>	<u>64,000</u>	<u>F</u>

Notes: Bold and underline font indicates LOS E or F conditions.

1. Estimated using 10 times the p.m. peak hour volume at an adjacent intersection.

Source: Fehr & Peers, 2007

- Walerga Road between Baseline Road and PFE Road (LOS E)
- Watt Avenue between the Sacramento County line and PFE Road (LOS E)
- Foothills Boulevard between Atkinson Street and Vineyard Road (LOS E)
- Foothills Boulevard between Cirby Way and Atkinson Street (LOS F)

PFE Road is currently open to vehicular traffic at Cook-Riolo Road, although it has exceeded 5,000 vehicles per day, which is the threshold to close it as directed by the existing *Community Plan – Transportation Element*. Given the growth in the *Community Plan* area over the last two decades coupled with the anticipated development plans currently under review, Placer County Public Works Staff have determined that closing PFE Road could have regional transportation effects.

The projected growth in regional and local traffic volume under future conditions would be expected to result in LOS F conditions for the east-west and north-south arterials in the *Community Plan* area, outside of the Placer Vineyards Specific Plan area (see table below). LOS F conditions indicate extremely congested travel conditions, at or over maximum roadway capacity. These conditions would occur in the future with PFE Road open or closed, with or without the proposed project.

The proposed project would result in minor increases or decreases in traffic volumes to some roadway segments that would operate at unacceptable conditions with PFE Road either open or closed. At one location, along PFE Road from Pinehurst Drive to Cook-Riolo Road, substantial changes to traffic would result from leaving PFE Road open, with or without the proposed project. At this location, and potentially at other locations, the changes in traffic volumes could result in a potentially significant transportation/traffic impact.

The Dry Creek Elementary School site is located at the corner of PFE Road and Cook-Riolo Road. The Creekview Ranch Middle School is under construction on the east side of Cook-Riolo Road, and north of Dry Creek. Construction-related activities have the potential to temporarily interfere with school access. Implementation of the following mitigation measure would reduce this impact to a less-than-significant level.

Mitigation Measure T-A: Implement Mitigation Measure HZ-A.

b) Exceed, either individually or cumulatively, a level of service standard established by the Placer County Department of Public Works or Placer County Transportation Planning Agency for designated roads or highways?

Potentially Significant Impact. Placer County has established minimum acceptable LOS thresholds for roadways and intersections in the *Placer County General Plan*. Policy 3.A.7 establishes the following LOS thresholds:

- 3.A.7 The County shall develop and maintain its roadways system to maintain the following minimum LOS.
 - a. LOS “C” on roadways, except within one-half mile of state highways, where the standard shall be LOS “D.”

The County may allow exceptions to these standards but only after all feasible mitigation measures have been explored. A recent amendment to the *Placer County General Plan* (Placer County Resolution 2005-149, June 28, 2005), allows an additional exception for community plans or specific plans. At the direction of Placer County staff, this analysis assumes a LOS “D” criterion to be consistent with the criterion used for the Placer Vineyards Specific Plan. Therefore, the proposed project would have an adverse impact if the LOS worsens from A, B, C, or D to E or F, or if the existing LOS E or F conditions worsen as measured by increased volume-to-capacity ratio.

For the same reasons described in XV.a, above, the proposed project would result in changes to traffic volumes along PFE Road from Pinehurst Drive to Cook-Riolo Road, and potentially at other locations. This could result in a potentially significant transportation/traffic impact.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. Neither the speed reduction treatment locations nor the Baseline Road/Cook-Riolo Road intersection is located within an airport land use plan area, within 2 miles of a public use airport, or near the vicinity of a private air strip. Thus, implementation of the proposed project would not result in a change to air traffic patterns. No impacts are anticipated.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. While the proposed project would include the construction of speed reduction treatments and remove the Baseline Road/Cook-Riolo Road intersection through-movement restrictions, their design would comply with all applicable Placer County Department of Public Works standards regarding sharp curves, intersection maneuverability, and incompatible land uses. Therefore, no impacts are anticipated.

e) Result in inadequate emergency access?

Less Than Significant Impact. Implementation of the proposed project would not interfere with any emergency access, since PFE Road would remain open to vehicular traffic. However, the speed reduction treatments would reduce travel speeds from approximately 40 to 30 mph on the affected roadways. The reduction in travel speeds would slightly increase emergency response times because emergency vehicles would have to navigate the proposed speed reduction treatments, which would require a slower speed. However, the slight increase is considered less than significant.

f) Result in inadequate parking capacity?

No Impact. Unofficial (i.e., non-designated) parking is located along some portions of PFE Road and Cook-Riolo Road. Implementation of the proposed project may remove some unofficial parking, which would result in positive safety impact by reducing potential vehicle conflict areas. Parking facilities are not an element of the proposed project. No impacts are anticipated.

g) *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?*

No Impact. Implementation of the proposed project would not conflict with any adopted policies, plans, or programs supporting alternative transportation. The *Community Plan's* bicycle/pedestrian trail maps and policies would be updated to account for relevance to today's community environment and to ensure applicability in the future, as appropriate. Therefore, no impacts are anticipated.

Conclusion

No impacts are anticipated to occur regarding a change in air traffic patterns, increased road hazards due to a design feature, inadequate parking capacity, or alternative transportation programs. Less-than-significant impacts are anticipated to occur regarding inadequate emergency access. Potentially significant impacts are anticipated to occur regarding increased traffic within the *Community Plan* area and exceedance of a LOS standard on *Community Plan* area roadways. Implementation of the mitigation measure identified in this portion of the Initial Study would reduce potential school-related impacts to a less-than-significant level. However, other transportation/traffic-related impacts may exist. Therefore, according to CCR Title 14, Chapter 3, Section 15145, (CEQA Guidelines) preparation of an EIR is recommended to effectively analyze this impact.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS –				
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact. Septic tanks or alternative wastewater disposal systems are not an element of the proposed project. No impacts are anticipated.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. Implementation of the proposed project would not create any new significant demand for water or adverse impacts to the water supply system. The proposed project would not increase the amount of wastewater and would not require an expansion of existing wastewater treatment facilities. Additionally, implementation of the proposed project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities. No impacts are anticipated.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact. Implementation of the proposed project would not result in the need for new storm water drainage facilities or expansion of existing facilities. No impacts are anticipated (see VIII.c and VIII.d, above).

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

No Impact. Sufficient water supplies are available to serve the project sites during construction. Access to water would not be required for operation of the proposed project. No impacts are anticipated.

e) Result in a determination by the waste water treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact. Access to wastewater systems would not be required for construction or operation of the proposed project. Therefore, no impacts are anticipated.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

No Impact. Construction of the proposed project may result in the need to deposit minor amounts of material into a local landfill. This material would be leftover dirt from earthmoving activities. Given the limited scope and nature of the proposed project, and the limited impact area (1.5 acres plus the existing right-of-way at the Baseline Road/Cook-Riolo intersection), no impacts are anticipated.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. See XVI.f, above.

Conclusion

Because the operational characteristics of the *Community Plan* area roadways would not change, no impacts are anticipated to occur regarding exceedance of the Central Valley Regional Water Quality Control Board requirements, the construction or expansion of wastewater treatment facilities, the construction or expansion of storm water drainage facilities, the depletion of available water supplies, exceedance of wastewater treatment capacity, or exceedance of solid waste disposal needs.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE –				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant Impact. Implementation of the proposed project would involve the construction of speed reduction treatments on approximately 1.5 acres and removal of the Baseline Road/Cook-Riolo Road intersection through-movement restrictions. No significant areas of habitat for fish or wildlife species would be degraded as a part of this project. Less-than-significant impacts would be associated with the potential for soil erosion, siltation, and polluted runoff related to construction of the proposed project. Examples of major periods of California history or prehistory (i.e., cultural resources) would not be significantly affected by the proposed project with implementation of mitigation measures C-A and C-B. The temporary and permanent impacts of the proposed project are limited in nature (1.5 acres plus the existing right-of-way at the Baseline Road/Cook-Riolo intersection) and are not anticipated to degrade the quality of the environment. Therefore, less-than-significant impacts are anticipated.

b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Potentially Significant Impact. The proposed project alone would not induce or accelerate growth (and associated cumulative impacts) in the project vicinity; many other events must occur for substantial population growth to occur. The temporary and permanent impacts of the proposed project are limited in nature and the proposed project is not anticipated to contribute to cumulatively considerable impacts, except potentially in the areas of transportation/traffic, noise, and air quality, where the potential exists for cumulatively considerable impacts.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Potentially Significant Impact. Implementation of the proposed project would not cause substantial adverse effects on human beings in the *Community Plan* area regarding hazards and hazardous materials, public services, recreation, and utilities and service systems. However, limited substantial adverse impacts to air quality, noise, and transportation/traffic could potentially cause environmental effects on human beings from implementation of the proposed project. Therefore, potentially significant impacts are anticipated.

E. ENVIRONMENTAL DETERMINATION

In reviewing the site-specific information provided for this project, the Placer County Department of Public Works has analyzed the potential environmental impacts created by the proposed project and determined that three environmental categories are considered to be potentially significant. Therefore, on the basis of the following initial evaluation, we find that the proposed project may have a significant effect on the environment, and a Focused EIR is required to evaluate the following impacts:

- Air quality impacts.
- Noise impacts.
- Transportation/traffic impacts.

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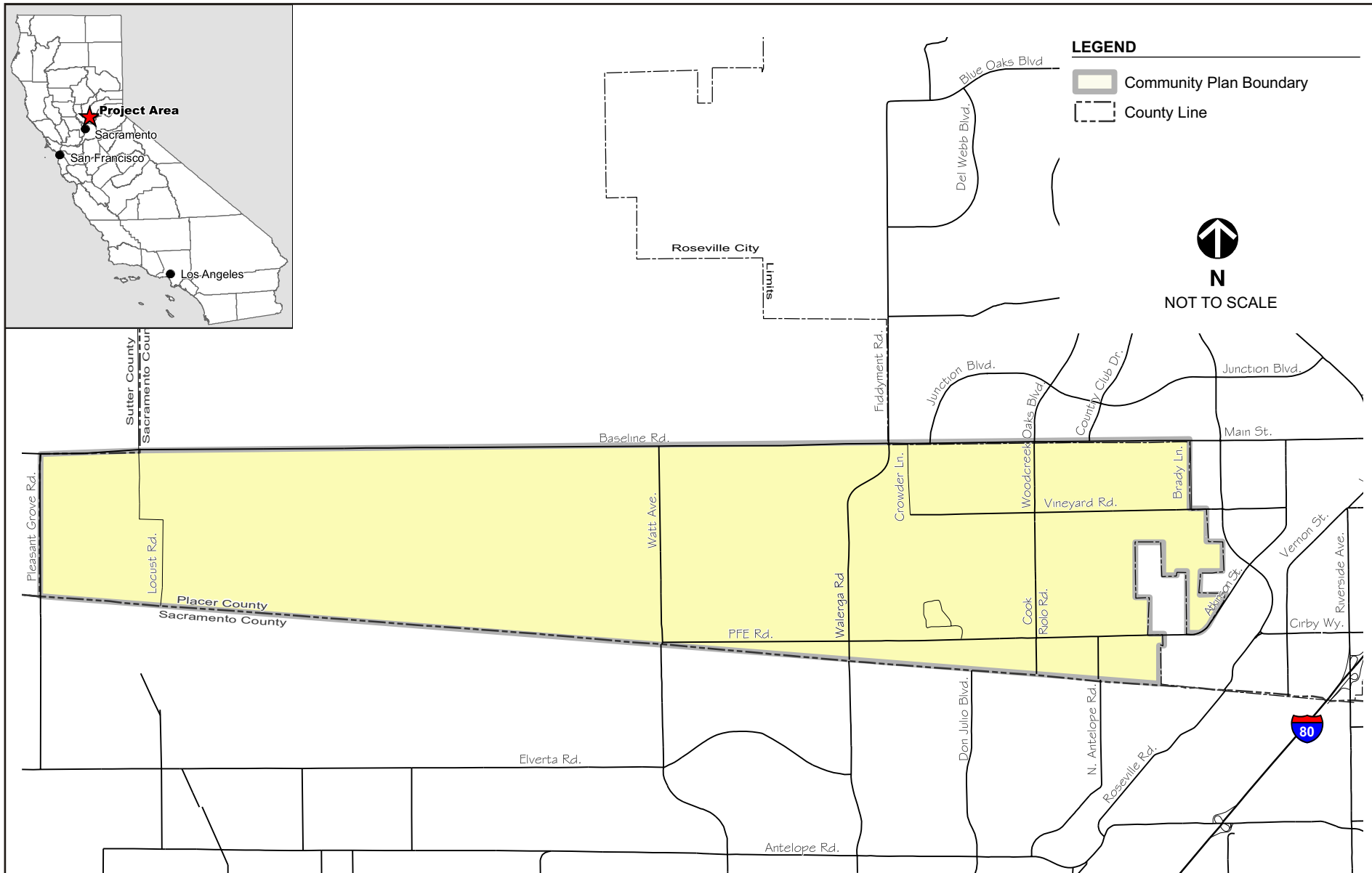
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APPENDIX A
FIGURES



Source:
Study Area Map, Fehr & Peers, 2007

PROJECT AREA LOCATION

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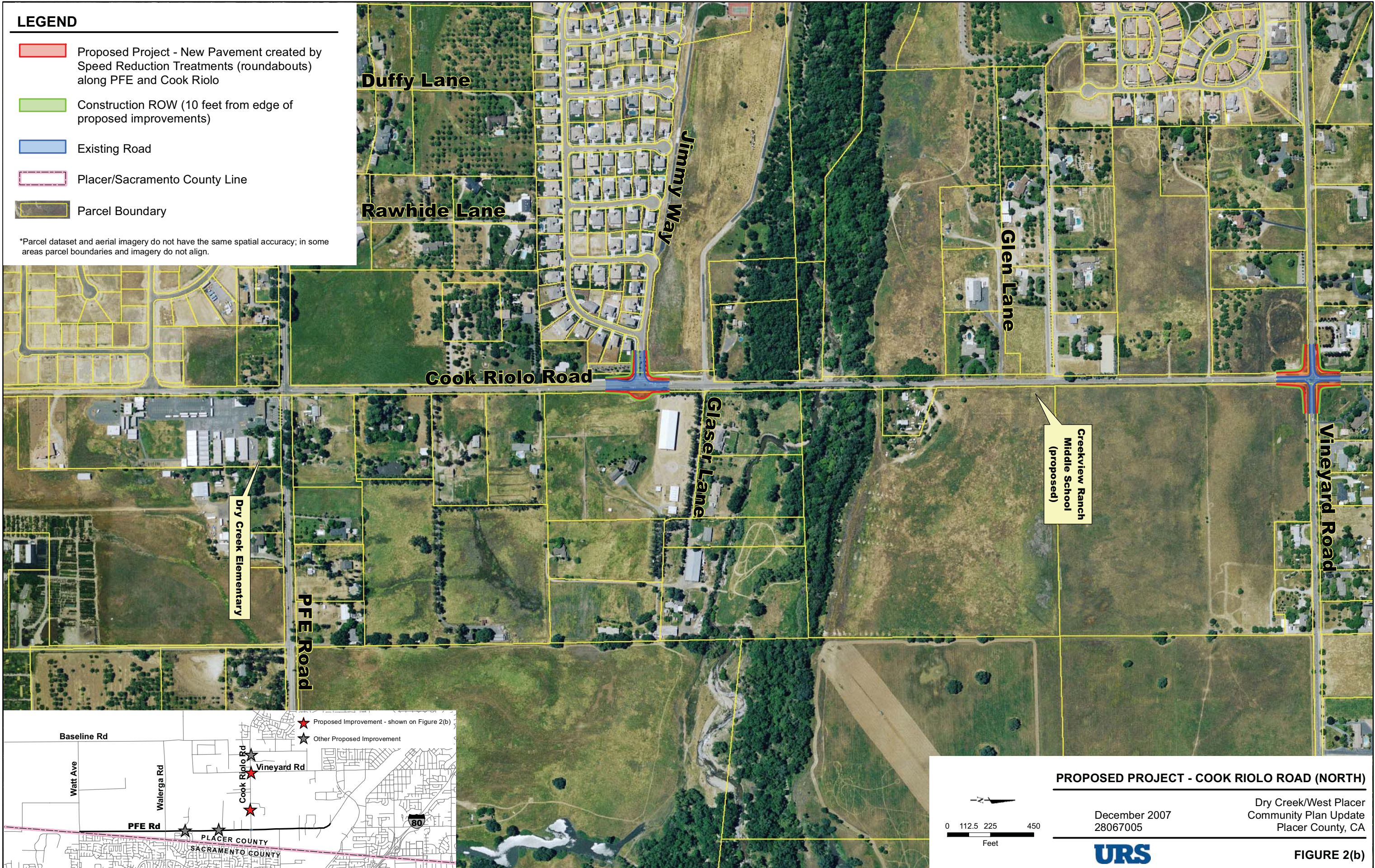
FIGURE 1

Map Document: (U:\GIS\PEI\Projects\proposed project 11x17 PFERd.mxd) 10/30/2007 -- 9:59:35 AM KLawrence



Source: orthophotos, AirPhoto USA, May 1, 2006; parcels, Placer County, June 2007; streets, SACOG (derived from census tiger data 2000), 2000-2007; county boundary, CASIL (California Spatial Information Library), 1997.

Map Document: (U:\GIS\PFE\Projects\proposed_project_11x17_CookRiolord_south.mxd) 10/30/2007 -- 9:15:05 AM KLawrence



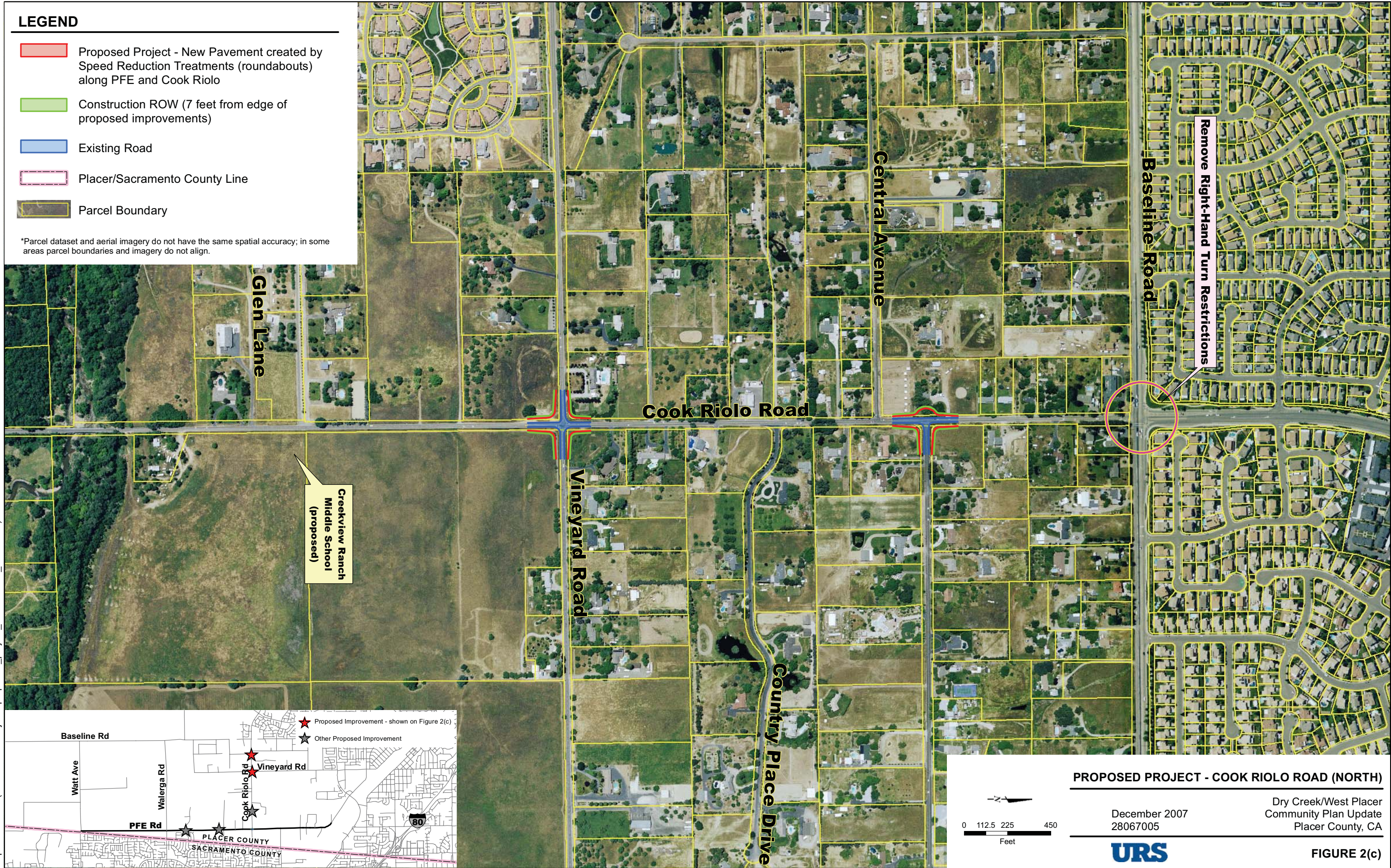
Source: orthophotos, AirPhoto USA, May 1, 2006; parcels, Placer County, June 2007; streets, SACOG (derived from census tiger data 2000), 2000-2007; county boundary, CASIL (California Spatial Information Library), 1997.

Map Document: (U:\GIS\PF\Projects\proposed_project_CookRiolord_north.mxd) 10/30/2007 -- 9:08:54 AM KLawrence

LEGEND

- Proposed Project - New Pavement created by Speed Reduction Treatments (roundabouts) along PFE and Cook Riolo
- Construction ROW (7 feet from edge of proposed improvements)
- Existing Road
- Placer/Sacramento County Line
- Parcel Boundary

*Parcel dataset and aerial imagery do not have the same spatial accuracy; in some areas parcel boundaries and imagery do not align.



Source: orthophotos, AirPhoto USA, May 1, 2006; parcels, Placer County, June 2007; streets, SACOG (derived from census tiger data 2000), 2000-2007; county boundary, CASIL (California Spatial Information Library), 1997.

APPENDIX B
PLANNED ROADWAY IMPROVEMENTS

Table B-1 lists the planned roadway improvements that are expected to be completed under cumulative conditions.

The following major regional projects are identified as Tier 1 improvements in the 2027 Metropolitan Transportation Plan (MTP).

- Interstate 80 – Construct High Occupancy Vehicle lanes from the Sacramento County line to SR 65
- Placer Parkway – Construct a four-lane expressway from SR 65 in Placer County to SR 99 in Sutter County

However, further investigation revealed that full funding for these improvements has not been identified. As a result, these improvements are assumed to be constructed after 2025 (post-cumulative conditions). Additionally, the proposed widening of SR 65 from four to six lanes in the City of Roseville is not included.

The following roadway model links were modified to match measured volumes based on previous work with the Placer County model.

- PFE Road – free-flow travel speed reduced to 40 mph
- Cook-Riolo Road – free-flow travel speed reduced to 15 mph at Dry Creek bridge (to model existing one-lane bridge)

The adopted roadway network in the existing Community Plan—Transportation Element assumed two connections between Placer County and Sacramento County that do not exist today. Cook-Riolo Road is now closed to vehicle traffic at the Sacramento County line although pedestrian and bicycle traffic is allowed. Don Julio Boulevard, a Sacramento County arterial, was assumed to be extended north to intersect PFE Road west of Cook-Riolo Road. At the direction of Placer County staff, neither of these connections were assumed to occur under cumulative conditions.

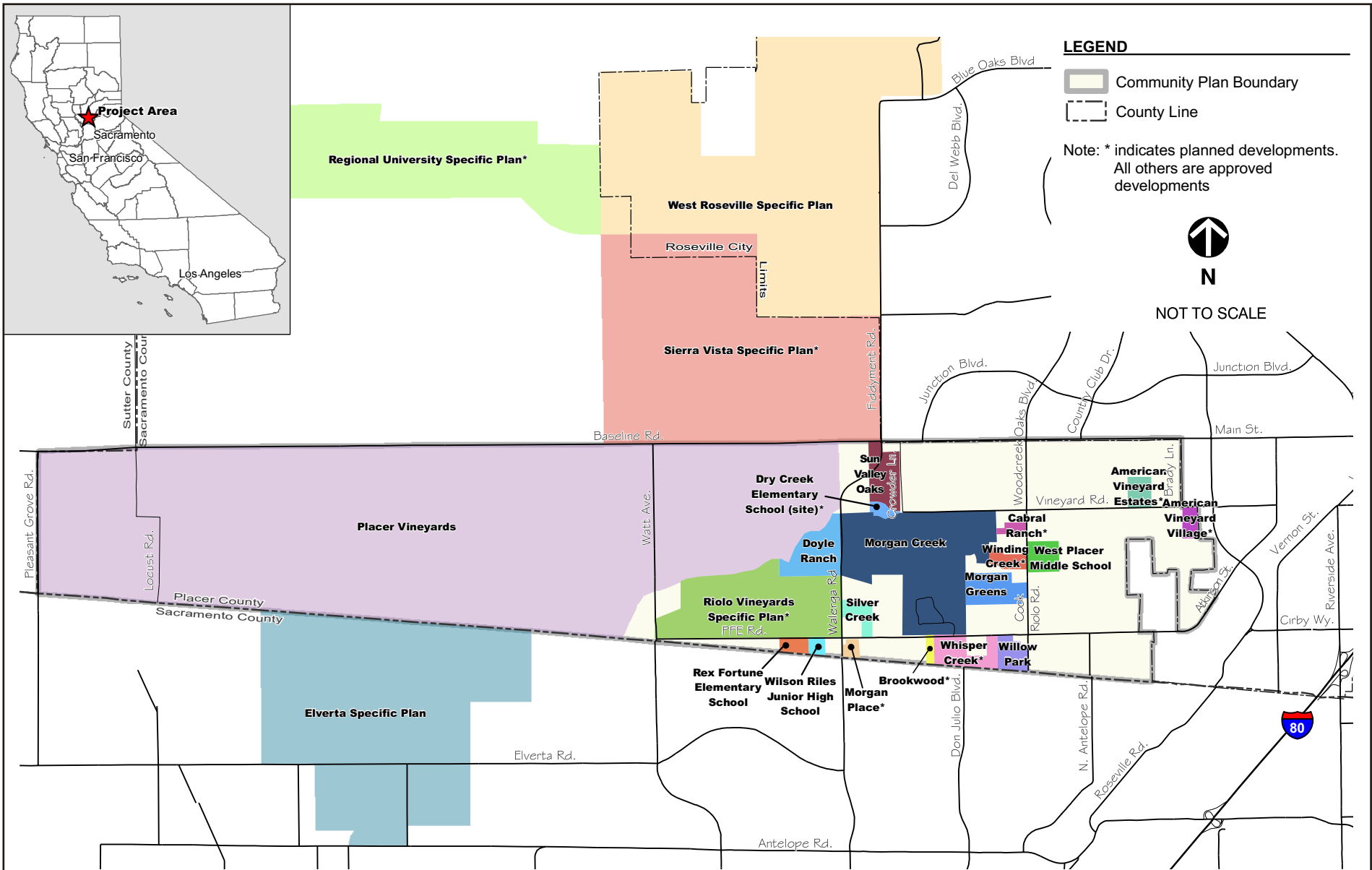
Table B-1 Planned Roadway Improvements			
Roadway	Improvement	Source	Year
Baseline Road	Widen from 2 to 4 lanes, Fiddymment Road to Brady Lane	MTP	2008
Baseline Road	Widen from 2 to 6 lanes, Sutter County to Watt Avenue	County	2025
Baseline Road	Widen from 2 to 6 lanes, Watt Avenue to Fiddymment Road	County	2015
Blue Oaks Boulevard	Extend with 4 lanes, Fiddymment Road to west side of WRSP ¹	Roseville	2015
Douglas Boulevard	Widen from 4 to 6 lanes, Cavitt Stallman Road to Sierra College Boulevard	MTP	2010
Fiddymment Road	Widen to 4 lanes, Pleasant Grove Boulevard to Northern City limits	Roseville	2012
Fiddymment Road	Widen to 4 lanes, Baseline Road to Pleasant Grove Boulevard	Roseville	2020
Foothills Boulevard	Extend with 2 lanes, Sunset Boulevard to Athens Road	County	2005
Foothills Boulevard	Extend with 2 lanes, Sunset Boulevard to Roseville City Limits	County	2015
Foothills Boulevard	Widen from 4 to 6 lanes, Cirby Way to Pleasant Grove Boulevard	MTP	2019
Nelson Road	Widen from 2 to 4 lanes, SR 65 Bypass to Nicolaus Road	MTP	2014
PFE Road	Widen from 2 to 4 lanes, Watt Avenue to Walerga Road	County	2014
PFE Road	Widen to 4 lanes, North Antelope Road to Roseville City Limits	MTP	2010
Philip Road	Realign with 2 lanes, between Blue Oaks Boulevard and Bob Doyle Drive	Roseville	2010
Pleasant Grove Boulevard	Widen from 4 to 6 lanes, Foothills Boulevard to Woodcreek Oaks Boulevard	Roseville	2010
Pleasant Grove Boulevard	Widen from 2 to 4 lanes, Woodcreek Oaks Boulevard to Sun City Boulevard	MTP	2006
Pleasant Grove Boulevard	Extend with 4 lanes, current terminus to West Side Drive	Roseville	2012
Pleasant Grove Boulevard	Extend with 2 lanes, west of West Side Drive	Roseville	2012
Roseville Parkway	Extend over Union Pacific Rail Road tracks	Roseville	2015
Roseville Parkway	Construct 4 lanes, Washington Boulevard to Foothills Boulevard	Roseville	2015
Roseville Parkway	Widen from 2 to 4 lanes, City Limits to Sierra College Boulevard	MTP	2022
SR 65	Construct Sunset Boulevard interchange	MTP	2008
SR 65	Widen from 2 to 4 lanes, Gladding to Westlake Boulevard	MTP	2007
SR 65	Construct NB slip ramp at Pleasant Grove Boulevard interchange	Roseville	Post 2010
Sierra College Boulevard	Widen from 2 to 4 lanes, SR 193 to Loomis Town Limits	MTP	2012
Sierra College Boulevard	Widen from 2 to 4 lanes, South Rocklin City Limits to Douglas Boulevard	MTP	2010
Sierra College Boulevard	Widen from 4 to 6 lanes, Roseville City Limits to Sacramento County	MTP	2016
Sierra College Boulevard	Widen to 6 lanes, I-80 to South Rocklin City Limits	MTP	2010
Sunset Boulevard	Widen to 4 lanes, SR 65 to Cincinnati Avenue	County	2008
Sunset Boulevard	Extend with 2 lanes, Cincinnati Avenue to Foothills Boulevard	County	2005
Sunset Boulevard	Extend with 2 lanes, Foothills Boulevard to Fiddymment Road	County	2012
Walerga Road	Widen from 2 to 4 lanes, Baseline Road to Sacramento County	MTP	2009
Watt Avenue	Widen from 2 to 6 lanes, Baseline Road to Sacramento County	County	2018
Woodcreek Oaks Boulevard	Widen from 2 to 4 lanes, Junction Boulevard to northern City Limits	MTP	2020
Note: 1. WRSP – West Roseville Specific Plan			
Sources: SACOG, Placer County, and City of Roseville, 2004			

APPENDIX C
APPROVED OR PROPOSED DEVELOPMENT PLANS

The *Dry Creek/West Placer Community Plan (Community Plan)* area is located in the southwest corner of Placer County. The *Community Plan* area is bordered by Sacramento County on the south, Sutter County on the west, Baseline Road on the north, and the City of Roseville on the east. **Figure 3** shows recently completed, approved, and planned developments in the *Community Plan* area that involve changes to land uses and the roadway network. The major approved or planned developments in the *Community Plan* area are described below.

- *American Vineyard Estates* – A proposed single-family residential subdivision with 161 dwelling units, located north of Vineyard Road and west of Brady Lane.
- *American Vineyard Village* – A planned single-family residential subdivision with 153 dwelling units, located south of Vineyard Road west of Foothills Boulevard.
- *Brookwood* – A proposed single-family residential subdivision with 16 dwelling units, located south of PFE Road midway between Walerga Road and Cook-Riolo Road.
- *Cabral Ranch* – A proposed single-family residential subdivision with 12 dwelling units, located west of Cook-Riolo Road and south of Vineyard Road.
- *Morgan Place* – An approved single-family residential subdivision with 101 dwelling units, located on the southeast corner of PFE Road and Walerga Road.
- *Placer Vineyards Specific Plan* – A recently approved mixed-use project that would have more than 14,100 dwelling units, 101 acres of office, and 166 acres of retail and would include the construction of new arterials and collectors to serve the transportation needs of the specific plan area.
- *Riolo Vineyards Specific Plan* – A planned mixed-use development with 788 dwelling units of single and multi-family residential including agricultural uses.
- *Silver Creek* – An approved single-family residential subdivision with 79 dwelling units, located on the northeast corner of PFE Road and Walerga Road.
- *Whisper Creek* – A planned single-family residential subdivision with 104 dwelling units, located south of PFE Road west of Cook-Riolo Road.
- *Winding Creek* – A proposed single-family residential subdivision with 11 dwelling units, located west of Cook-Riolo Road across from the Creekview Ranch Middle School.

Projects that have recently been completed or are currently under construction include the residential subdivisions of Doyle Ranch, Morgan Creek, Morgan Greens, Sun Valley Oaks, and Willow Park. Additionally, an elementary school and a junior high school were recently built on PFE Road just west of Walerga Road, and the Creekview Ranch Middle School located on Cook-Riolo Road is under construction.



APPROVED/PROPOSED DEVELOPMENT PLANS

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FIGURE 3

APPENDIX D

OTHER SPEED REDUCTION TREATMENTS

The speed reduction treatments could consist of the following devices.

- Single-lane modern roundabouts (which have design speeds of 15 to 20 mph) at intersections.
- Neckdowns, center islands, and/or lateral shifts at mid-block locations to reduce through speeds.

Exhibits 1, 2, 3, and 4 below show examples of the traffic calming devices listed above.



Exhibit 1 – Roundabout



Exhibit 2 – Neckdown



Exhibit 3 – Center Island



Exhibit 4 – Lateral Shift